

Steamships



The Souvenir Card JOURNAL

FOURTH QUARTER 2003
VOLUME 23
NUMBER 4

THE OFFICIAL PUBLICATION OF THE SOUVENIR CARD COLLECTORS SOCIETY



FIRST BUILDING
1880 - 1914

DUES FOR 2004 ARE DUE!

PLEASE SEND YOUR CHECK (SCCS) TODAY TO

DANA MARR, P.O. BOX 4155, TULSA, OK 74159-0155

ON THE COVER: An engraving of the "First Building" of the Bureau of Engraving and Printing—a 160% enlargement of the image from the BEP Centennial souvenir (F1962B)—by Lorenzo J. Hatch. An article on this well known engraver appears in this issue, starting on page 5.



I include in this issue and index of Volumes 22 and 23 by both subject and author (pp. 45-46). Previous indices may be found as follows:

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I am sorry to report that family illness has prevented Harry Corrigan from preparing an auction for this Fourth Quarter issue. I hope that conditions will be resolved for the new year.



As usual, this is the last page that I put together before sending the material to the printer. It is 8 December, and we have just had our first snowfall for the year. All the more reason to be inside.



I am trying to get information from our printer about the effect of reducing the number of pages vis-a-vis our dues/ad income. Unfortunately, he too has been having health problems, so as of this date, I have nothing to report.



Our Society needs your support. I entreat you to renew your dues for the new year. I will try to do my best to give you informative articles and illustrations of souvenir cards, regardless of the number of pages. Our membership has different interests, so if there is something you'd like to see in these pages please advise me. It is my understanding that we will continue with four quarterly issues and an annual souvenir card, so I hope you will continue your support for our Society.



At this time I have no word on what the BEP has planned for 2004. I have started to look for show canceled cards, since I have most of the mint cards, but I originally collected only canceled cards from shows I actually attended. It is an opportunity to continue the "hunt" which is what collecting is all about.



Finally, I wish you all the best for the holiday season and a healthy, happy and prosperous New Year!



SOUVENIR CARD JOURNAL BACK ISSUES AVAILABLE

The Souvenir Card Journal has been produced since 1981. Back issues include informative articles and information not to be found elsewhere regarding souvenir cards and related material. If you missed any:

Journals for the years 1981 through 1985 are available for \$10.00 per year (four issues); \$2.50 per issue. For 1986, 1987 and 1989: \$12.00 per year; \$3.00 per issue. For 1988 (one combined issue incorporating the first SCCS Catalog), a special price of \$22.50 for a "working" copy. For 1990 through 1998: \$20.00 per year; \$5.00 per issue. From 1999 on: \$25.00 per year; \$6.25 per issue. Note: For a few issues these will be photocopies as the originals have all been sold out or dispersed at shows. All prices are inclusive of postage and handling. Orders or requests for further information should be sent to:

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The Souvenir Card JOURNAL

Fourth Quarter 2003 Volume 23 Number 4



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PLEASE NOTE: I attempt to send the photo-ready copy of each issue to the printer no later than the first of the last month of the Quarter. So I request any input—ads, articles, illustrations, comments—to be sent to me no later than the middle of the second month of the Quarter. Your cooperation in meeting this goal is appreciated. Ed.

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Membership information, dues or replacement journals are the responsibility of the Secretary, Dana Marr. Information concerning this journal including submission of articles and advertisements should be addressed to the Editor. Thanks!

PRESIDENT'S MESSAGE

Arthur Benjamin (1032)

I have delayed writing this message for several weeks as I measured the responses that I received to my question on the future of the Souvenir Card Journal and our Society. We are facing several significant challenges and my ultimate goal is to keep this organization alive and vibrant.

I had the opportunity to discuss the future of the Society and the annual dues question at the stamp show in New York. During our meeting the options were presented to the group of dedicated members in attendance. The overwhelming response was to keep the Journal at four issues. Interestingly the idea of reducing the dues was not considered enough of an incentive to significantly sway someone's decision to continue his society participation. The decision to leave is driven by life style changes necessitated by old age, declining income and subsequent decisions to reduce or terminate their collection.

I received several replies by e-mail and again the general consensus was to try to maintain a four-issue, timely publication. Several members agreed that we consider leaner journal if this was a cost-effective option. In this regard Bill Kriebel is investigating cost and printing size options

In conclusion we will continue in 2004 with a four-issue Journal. Now that the number of issues has been decided, the quality of content, the number of pages will all depend on the submissions from our membership. The printing and distribution costs will be reflective of the member participation.

Therefore I need each of you to second my decision by sending in your renewal dues of \$25. Send in your dues to Dana Marr at his Tulsa address as soon as possible. We need to know by your renewal responses that you want this Society to continue.

SOUVENIR CARD JOURNAL ADVERTISING

Prices are per issue based on camera-ready copy or a set-up, one time charge of \$5.00. Payment should be made, in advance, to the "SCCS" and sent with copy and any instructions to the Editor. Ad location is at the discretion of the Editor, but requests will be honored if possible. Please use the SCCS numbering system and provide full identification and condition of the material being offered. All input must be received by the middle of the second month of the quarter involved.

We continue to lobby the BEP to change their short-sighted decision to only produce the costly intaglio prints. At the current time it looks like they will do two prints in conjunction with ANA shows in 2004. Your continued correspondence with the BEP personnel is important to let them know that we still want a viable cost effective program.

At the New York meeting a commitment to finally produce a SCCS website was made by the New York Metro Chapter. In addition they have promised some economic support to achieve this critical goal. In addition we will try this year to produce some alternative souvenir cards and help fill the gap left by the BEP. Further details will be in the Journal as I hope to see a combination of the New York & Washington chapter cards plus the continued private cards printed by Mike Bean.

One suggestion that I think is valuable is to try to add pictures of the material available in our auction. We will explore this as a way to provide content and enhance this important service of our Society and great source of souvenir cards.

In conclusion I am glad to see that there is still strong support for our organization. I want to thank all the members who support our group by visiting us at shows and coming to our meetings. Your correspondence and response to my articles is important and gratifying.

Enjoy the holidays and I wish a happy, healthy and successful 2004 to you all.



2004 RATES PER ISSUE

1/4 page (6.75" x 2.3" or 3.25"x 4.5") =	12.00
1/3 page (6.75"x3") =	16.00
1/2 page (6.75"x4.6" or 3.25"x9.25") =	24.00
2/3 page (6.75"x6') =	36.00
Full page (6.75"x9.25") =	48.00

William Kriebel, Editor, SCJ
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kriebewv@drexel.edu

MEMBERS WRITE and other matters

Membership

Mike Bean's been at it again. He produced some intaglio work for the PAN (see pp. 21-23).

◊

The SCCS Metro Chapter 4 met on 25 October at the ASDA MEGA show at the Javits Center. Only about ten people attended. There was some spirited discussion about the status of souvenir cards and this Journal's future. The consensus was to keep four issues per year, probably at a reduced size, and maintain the current dues structure. It was felt that the decline in membership was probably due to the economy, aging, and the uncertainty of future cards. The Chapter issued a card at the show (see p. 20).

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John Shue forwarded a copy of the Washington Chapter One card issued for the NAPEX 2003 show (see p. 28). He reported that their meeting was held on 7 June with 15 members in attendance. "Each person told his favorite souvenir card story." John also submitted copies of some cards (see pp. 25-27) as well as a photo taken at the ANA show (see p. 4).

◊

From a newspaper article published 18 March 1979, the following is a list of 50 words which "are among the most frequently misspelled. In fact, many people misspell them the same way." One of the chores of being a writer or an editor (or both) in the days before there were computers with spell checkers. Answers may be found elsewhere in this issue, but I won't say where so you are less likely to "cheat." (Note: In one case, both spellings are incorrect.)

Good luck!!

1. (a) grammer	(b) grammar	10. (a) xistence	(b) existance
2. (a) arguement	(b) argument	11. (a) pronunciation	(b) pronounciation
3. (a) suprise	(b) surprise	12. (a) occasion	(b) occassion
4. (a) achieve	(b) acheive	13. (a) assistant	(b) assisstant
5. (a) annoint	(b) anoint	14. (a) repitition	(b) repetition
6. (a) definately	(b) definitely	15. (a) privilege	(b) priviledge
7. (a) separate	(b) seperate	16. (a) dependant	(b) dependent
8. (a) desirable	(b) desireable	17. (a) irresistible	(b) irrestable
9. (a) developement	(b) development	18. (a) consensus	(b) concensus
		19. (a) accommodate	(b) accomodate
		20. (a) occurence	(b) occurrence
		21. (a) concience	(b) conscience
		22. (a) commitment	(b) committment
		23. (a) embarrass	(b) embarass
		24. (a) indispensble	(b) indispensble
		25. (a) allotted	(b) alotted
		26. (a) liason	(b) liaison
		27. (a) proceed	(b) procede
		28. (a) harrass	(b) harass
		29. (a) perseverance	(b) perseverance
		30. (a) ecsttacy	(b) ecstasy
		31. (a) antiquated	(b) antequated
		32. (a) insistent	(b) insistant
		33. (a) exhillarate	(b) exhilarate
		34. (a) vacuum	(b) vaccuum
		35. (a) ridiculous	(b) rediculous
		36. (a) nickel	(b) nickle
		37. (a) oscilate	(b) oscillate
		38. (a) tyrannous	(b) tyranous
		39. (a) drunkenness	(b) drukeness
		40. (a) dissention	(b) dissension
		41. (a) connoisseur	(b) connoisseur
		42. (a) sacreligious	(b) O sacrilegious
		43. (a) battallion	(b) batallion
		44. (a) prerogative	(b) perogative
		45. (a) iridescent	(b) irridescent
		46. (a) inadvertent	(b) inadvertant
		47. (a) geneology	(b) genealogy
		48. (a) villify	(b) vilify
		49. (a) innoculate	(b) inoculate
		50. (a) dilettante	(b) dilletante

Souvenir Cards for the Specialist from Robert S. Bailey

We have been selling fine stamps for collectors for over 35 years. We have belonged to the American Philatelic Society for 35 years and are also members of the American Topical Society. We recently joined the SCCS. We sell BEP, SO, PS, UN, Forerunners, APS, ASDA & SCCS Souvenir Cards. Our website has listings, imagery & data on many souvenir cards. Visit our web site at:

<http://rsb.riche.net/homepage/indexriche.htm>

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We buy souvenir card collections, and U.S., French & French Colony stamp collections.

SOUVENIR CARD EXCHANGE

Membership

C

Wanted: YOUR AD HERE! Your membership entitles you to one free ad in each issue of the journal. Your ad will be repeated four (4) times, unless I am notified otherwise. Please limit your ad to five lines of type or it may be edited to fit the space available. Send copy to the Editor. Thank you.

1

For Sale: Souvenir Cards wholesale lot for sale. Various BEP #1-76, PS #2-33. Quantities range from 1 to 20 per number. Total 1,313 cards. Retail \$8,407. 85% discount. Net \$1,261 + shipping. Send SASE for inventory. Jerome Husak (2015), 12302 W. Beechwood Dr., Sun City West, AZ 85375.

4

For Sale: FSO 1959A, History of ABNCo, original packing, \$100.00; F1975Aa&b, Lewiston Falls & Declaration of Independence, \$45.00; F1983A, North Berwick, \$4.50; SO38 Statue of Liberty, \$5.00; SO38 w/FDOI Scott #2224, 7/4/86, \$11.00. All items postpaid & insured. R.T. Fritzsch (248), 309 Hedgerow Lane, Doylestown, PA 18901.

4

For Sale: BEP, ABNCo, Union, Duck, USPS, Bean, UN, APS, ASDA, Chapter, Bank Note, Event souvenir cards. Mint, Show canceled, USP{S Max cards. Discounts to 20%. Postage, insurance included. Lists: Stan Miller (647), PO Box 788, Pleasant Valley, NY 12569 aftertheblue@worldnet.att.net

3

For Sale: BEP Prints: B65, B70, B72, B74, B85, B91, B95, B101, B122, B127, B130, B134, B137, B141. Make reasonable offers to: Ed Whelan (344), 47 Gould St., Stoneham, MA 02180. Day: 781.788.7076 or edmund_1_whelan_jr@fleet.com

2

Wanted: Philatelic Truck related material wanted by exhibitor. Please contact: Gregg A. Hopkins, Sr. (2031) (t) 602.954.8175; (f) 602.957.2910; (e) In1stPlace@aol.com

4

For Sale: FB 1882Aa Garfield Memorial book in excellent condition: \$260 + postage (See Fourth Quarter 1999 SCJ and Third Quarter 2002 SCJ). Don Robinson (364), 26 Cole Road, Fairfield, NJ 07004 (973) 227 2978.

4

Wanted: ASDA 1A (Patriots), ASDA 38 (Swelex 80), SO28 (Canada 82), and SO55 (Constitution). If you can supply, send e-mail (preferred) to ldodson@aztecfreenet.org (first letter is an "el," not an "eye") or regular mail to Larry Dodson (160), 3624 W. Frier Drive, Phoenix, AZ 85051-6435.

3

For Sale: First Bureau of the Mint souvenir card 1988 ANA Convention, Little Rock; only 500 issued, \$80. Herb Meisels (3), 230 West End Avenue, New York, NY 10023.

2

Wanted: BEP nos. 69, 84, 116, 126, 149, 192, 199, 216, 224, 226, 227, 231, 232, 233, 235, 251, FUN 2001, IPMS 2001, IPMS 2001 Proof, ANA 2001, ANA 2001 Proof. Have following to trade-BEP nos. 2, 4, 5, 6, 7, 8, 30, 44, 50, 55, 58, 62, 63, 75, 94, 99, 103, 112, 134, 137, 141, 146, 150, 180, 185. SO nos 20, 21, 32, 55, 66, 77, 80, 83, 106, 109, 120. John Rodman (2030), P.O. Box 251256, L.A., CA 90025. PH 310-470-2428, MillionDollarBoutique@yahoo.com

4

For Sale: Super savings on our Super Bowl XXXVIII sale on First Day Ceremony and event programs. Save 38% on a wide range of programs covering many topics. For list and details of the sale, please send #10 SASE (60¢). Leo Stawicki (1246), Dept. SCCS, 76 Poplar Dr., Yorkville, IL 60560-9523.

1

For Sale: Souvenir CARds - BEP. USPS. UN, PPU and ASDA, mint and canceled. No. 10 SASE (83¢) for lists. Stephen Goceliak (831), P.O. Box 157, Fords, NJ 08863.

◊



Bob Hallett (left) and Mike Bean at the American Numismatic Association (ANA) show in Baltimore in July 2003. (Photo courtesy of John Shue.)

LORENZO J. HATCH-ENGRAVER

Dr. Glenn E. Jackson

[The following article is rerinted from *The Essay Proof Journal* (Fourth Quarter, 1986, Vol. 43, No. 4, Whole No. 172) with the kind permission of Ms. Barbara Mueller, the editor for over 30 of that Journal's 50 years. It, and The Essay Proof Society which produced it, unfortunately expired in 1993. Ed.]



Lorenzo J. Hatch

(The following is based on the lecture given by Dr. Jackson at the 1986 American Numismatic Association convention in Milwaukee and notes that accompanied his Blanchard Award-winning exhibit there.)

Throughout the past four decades, the lives and works of many prominent bank note/security paper designers and engravers have been chronicled in *The Essay-Proof Journal*. One who thus far has escaped such in-depth treatment is Lorenzo J. Hatch,¹ despite his employment both with private firms and the Bureau of Engraving and Printing and his final work for the Imperial Chinese court. The reason for this situation may be the fact that, in the words of one biographer, "Mr. Hatch is a most elusive person."

This biographer, Ellen D. Dickie, finally succeeded in writing a modest article for *The China Clipper* of The China Stamp Society in the 1960s after working with the late T.F. Morris, Jr., The Huntington Library in

California, and this writer. Our joint efforts produced the following facts:

Lorenzo J. Hatch was born in 1856 in New England, the son of a designer of marble monuments who died at an early age. His family thereupon moved to Dorset, Vermont. Lorenzo, the eldest of three children, was apprenticed at the age of 14 to a jeweler in Salem, New York so that his obvious artistic talents could be utilized to help his family. Evidently the jeweler had connections with Dorset through his wife and thus learned about the young man.

While at Salem, at age 16, Lorenzo made a copper plate engraving of the head of George Washington. [right] During the summer of 1874 this engraving came to the attention of George B. McCarter, Chief of the U.S. Bureau of Engraving and Printing, who was vacationing in the area.² Within a few months, at the age of 18, the youth found himself at a desk in the Bureau, the youngest apprentice there. Surviving today is a proof of his first student effort, an excellent delineation of a fish [below].



George Washington

weather permitted. He won recognition as a colorist and the results of this broader artistic life were reflected in his engraving."³

One notable engraving done during this period at the Bureau was of its "first building" shown [right] as number two on the plate of engravings bound into the Bureau's own centennial history. (See End Notes to this article.) Bank note engravings done during the period 1882-1896 were: (catalog numbers. from Gene Hessler's *The Comprehensive Catalog of U.S. Paper Money*, 1974)

- James Garfield on the \$5 1882 Second Ch
- Back of \$1 Silver Certificate 1886 #36-42.
National Bank Note #287-315.
- Gen. U.S. Grant on the \$5 1886 Silver Certificate #349-355; also the back, known as the coin note for its design.
- Daniel Manning on the \$20 1886 Silver Certificate #818-827.
- Gen. George Thomas on the \$5 Treasury or coin note 1890-91 #373-379.
- Gen. Philip Sheridan on \$10 Treasury or coin note 1890-91, #612-617.
- Generals Sheridan and Grant on the back of \$5 1896 Silver Certificate #358-360.

-
- Stephen Decatur on the \$20 Silver Certificate 1878-80 #808-817.*
 - Robert Fulton & Samuel F. B. Morse on back of \$2 1896 Silver Certificate #185-186.*
- * According to Hessler.

In 1887, Hatch decided to leave government service for a career with private security printers. First he spent two years in Chicago at the Western Bank Note and Engraving Company, which, according to Brazer, was organized in 1864. Its offices and plant were located at Dearborn and Van Buren Streets. Also employed there as a pictorial engraver was Walter Shirlaw, well known to syngraphists as the designer of the face of the \$5 educational series.

The best known piece of work done by Hatch at Western was the famous profile of an Indian Chief developed as a corporate symbol [right and opposite page]. This design and his engraving of it will live on in the current American Bank Note Co. "archive series" limited edition prints of intaglio engravings used in "the fine art of finance" [overleaf].



BEP's "First Building."



Die proof of design by Hatch for Western incorporating the Indian chief, dated Jan. 1906 and identified as "side piece for new letter head."

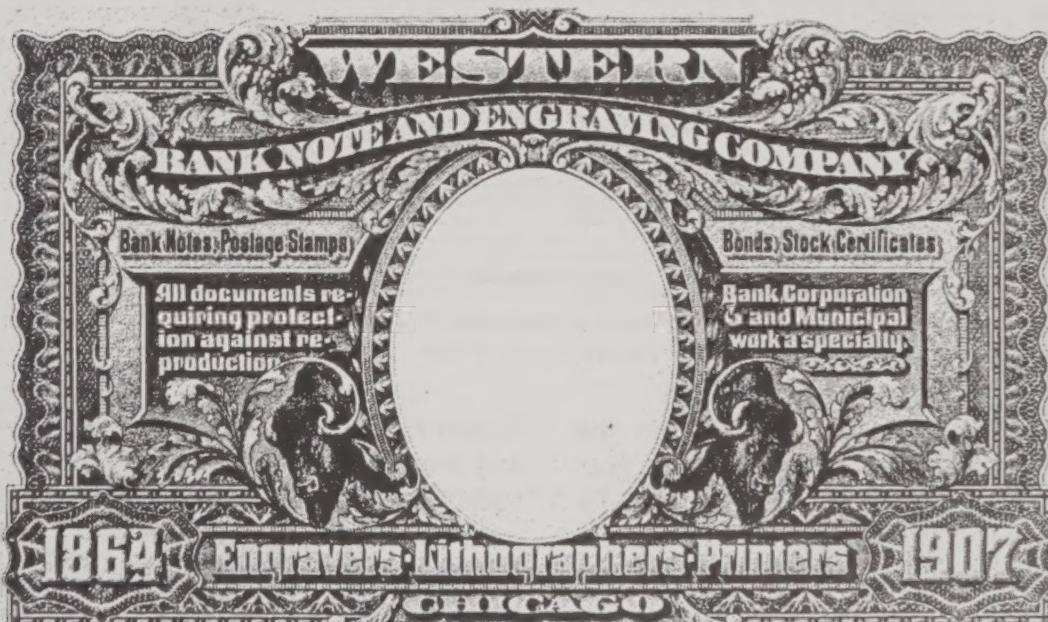


A very small version of the Indian Chief in a delicate oval border [projected use unknown].



5972 - '06

Die proof of the famous Hatch Indian chief done for
Western Bank Note.



Photocopy of sample note or advertising piece of Western Bank Note dated 1864/1907 with center vignette space blank. The same design dated 1864/1906 has the Hatch Indian chief in that space.

INDIANS



The Hatch Indian chief on the current American Bank Note Co. "archive series" limited edition prints of famous intaglio vignettes from that concern's stock of dies.

In 1889, Hatch went to New York to join the International Bank Note Company.⁴ In the same year he had an exhibition of his water colors there, and a critic at the time wrote, "If he improves as he grows older he will make one of our best artists, if he is not that already."

Hatch's great talent for designing and engraving mythical dragon and maritime motifs showed up in the vignettes and borders he did for security paper at International [opposite page]. As he studied under

Robert Henri, he turned his attention to oil portraits and landscapes. Returning to Dorset, Vermont for vacations, he formed a sort of art colony in the summers there, which included Shirlaw. In 1894, he married Grace Harrison, great-granddaughter of President Harrison. They had one son.

The final, "Chinese," phase of his career began nineteen years after he had settled in New York. In 1908, representatives of the Chinese government visited him upon the recommendation of the U.S. Treasury



B & O Railroad Co. First Mortgage Fifty Year Four Per Cent Gold Bond designed and engraved by Hatch for IBNCo. Note intricate borders as well as the locomotive, one of many such done by Hatch.



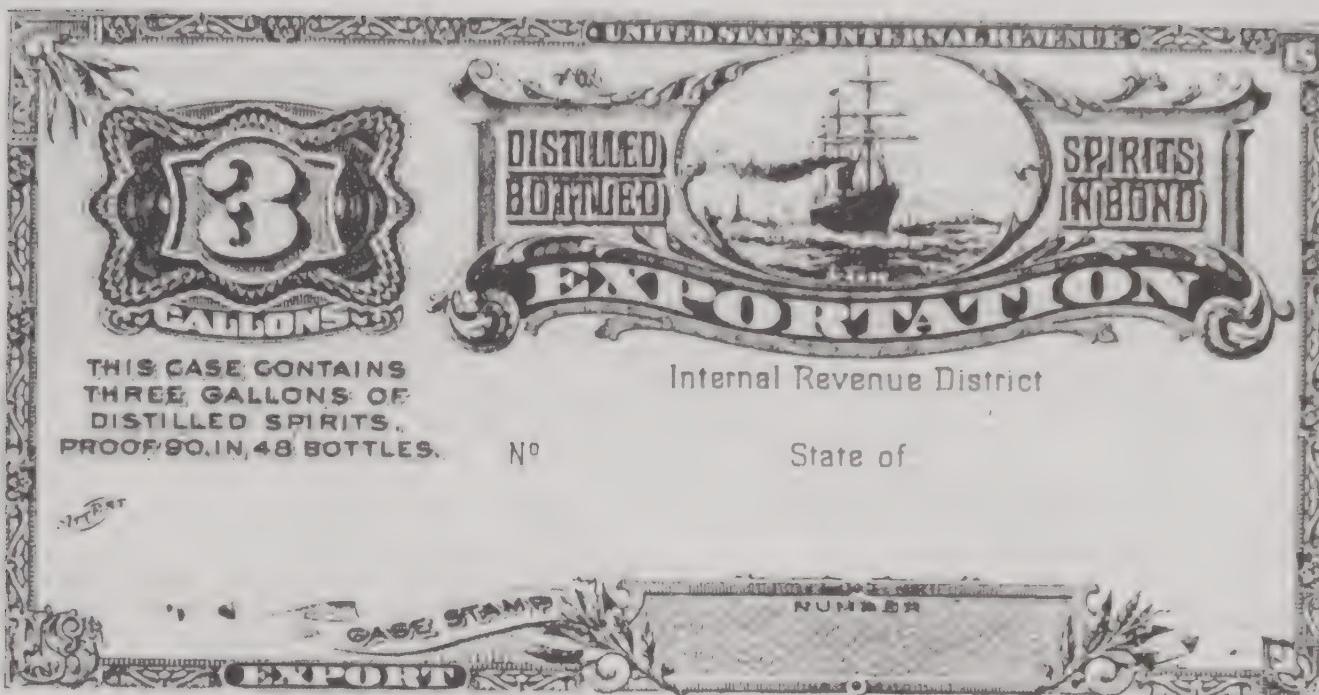
Three Chinese stamp designs known to be from the Hatch burin. See text for details.



Photograph of Mr. and Mrs. Hatch and a Chinese servant mounted in the center of an engraving done by Hatch for International Bank Note Co. and adapted to a Baltimore & Ohio Railroad gold bond heading.



Proof of the Hatch ship vignette used on the taxpaid revenue essay (Turner A-54-A).



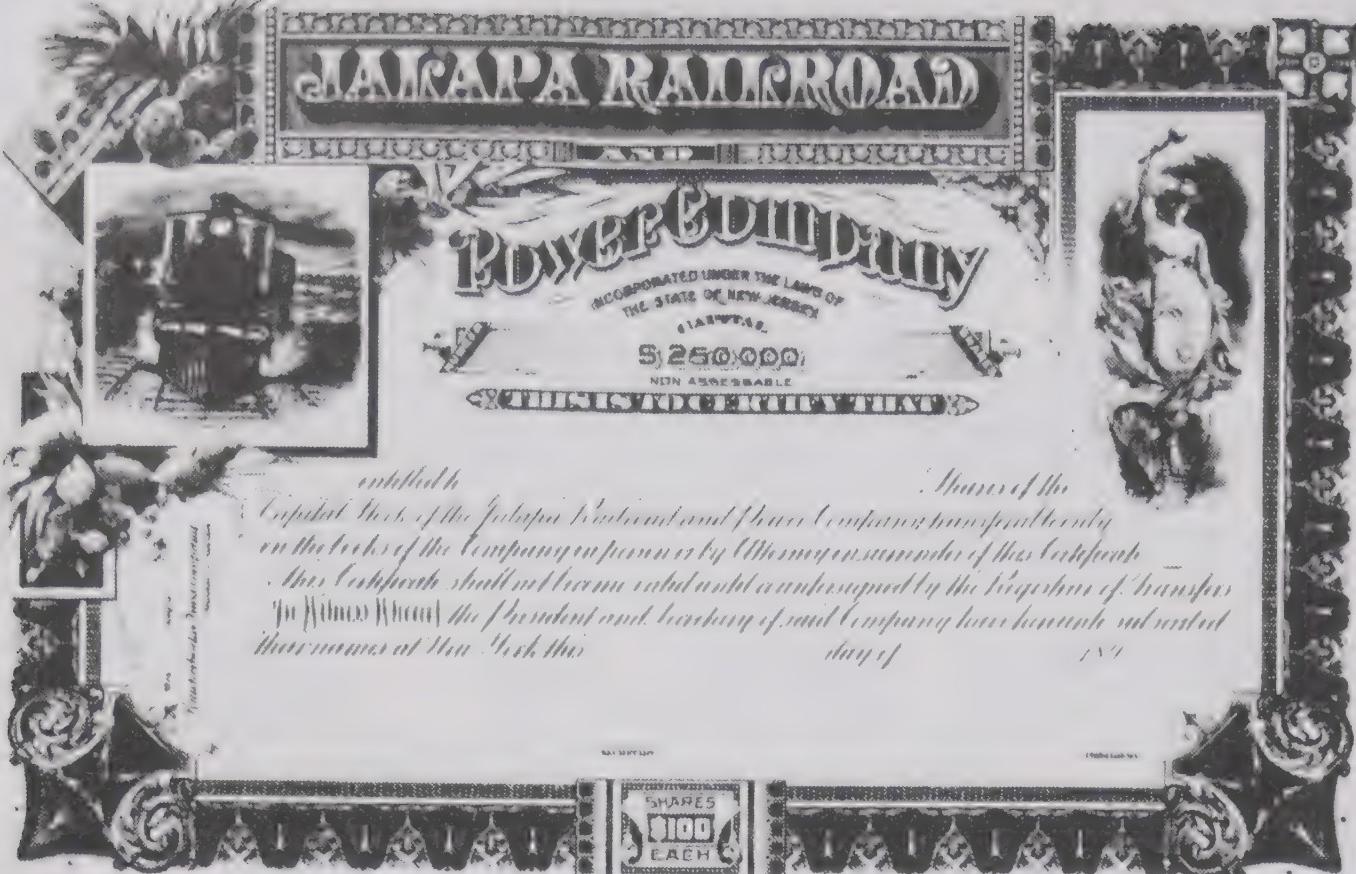
Photocopy of essay of U.S. tax paid revenue stamp (exportation distilled bottled spirits in bond) with a maritime motif by Hatch. Listed in G.T. Turner's *Essays and Proofs of United States Internal Revenue Stamps*.

Department with a proposal for the establishment of a Chinese "Bureau of Engraving and Printing" at Peking. At first unresponsive to the plan, he finally accepted an offer to serve for six years with no restrictions; even the building was to be constructed under his supervision. Before he and his family sailed for China in November, he ordered all the equipment for the plant.

By the time they reached Honolulu, they learned of an upheaval in the political situation at Peking, with both the Empress Dowager and the Emperor dying and a three-year-old appointed as successor to the throne. But despite the ensuing political upheavals which eventually resulted in the creation of the

Chinese republic, Hatch was able to fulfill his mission with great success. In fact, before he died March 9, 1914, he was working on private commissions that included a portrait of Yuan Shih K'ai, first president of China.

At Peking, he confined most of his efforts to organizing and managing the plant as well as training native apprentices. He did, however, work on at least three stamps, according to the Stanley Gibbons' stamp catalogues. They indicate that Hatch engraved and Waterlow & Sons of London printed the Temple of Heaven issue of 1909, Scott type A20, for the first year of the reign of Emperor Hsuan T'ung. Scott types A21 and A22, picturing Dr. Sun Yat Sen and



Another Hatch railroad vignette on a stock certificate. It is likely that the allegorical figure at the right was engraved from a Walter Shirlaw drawing or painting. Shirlaw, a friend of Hatch, was noted for such figures with upraised arms.

President Yuan Shih K'ai respectively, issued in 1912, were engraved by Hatch and W.A. Grant and printed at the Chinese BEP, Peking.⁵

Many more were done by this associate, William A. Grant. Information about him can be found in H.D.S. Haverbeck's article in *The Essay-Proof Journal*, no. 86, Spring 1965, reprinted from the January 1964 issue of *The China Clipper*. Grant was employed by American Bank Note in 1908 as chief of the engraving room when he left to accompany Hatch on the China adventure. He was known as an expert in lettering, script, and geometric lathework. After the death of Hatch, Grant continued to serve the Chinese government until his retirement in 1928. Essays and proofs of his postage and revenue stamp designs were given to the Smithsonian Institution by his daughter Mrs. Robert O.D. Hopkins, who, incidentally, was named "Delnoce" after his teacher, noted engraver Lewis Delnoce. Grant died in 1954.

According to *Yankee* magazine, Mr. and Mrs. Hopkins purchased Lorenzo Hatch's arresting oil portrait of his mother from Mrs. Hatch and presented it to the Southern Vermont Art Center in Manchester, along with proofs of his etchings, as a memorial to this "elusive" artist.⁶

Notes and References

1. So far as is known, there was no relationship between Lorenzo J. Hatch and the George Hatch of Rawdon, Wright, Hatch & Edson.
2. According to the History of the Bureau of Engraving and Printing 1862-1962, Treasury Dept., Washington, D.C., p. 17, McCartee succeeded Spencer M. Clark on March 11, 1869, becoming the second "Chief" of the fledgling BEP. Clarence W. Brazer, in the Collectors Club Philatelist, Vol. XXVII, No. 2, April 1948, p. 80, stated that McCartee's term of office was March 18, 1869-February 20, 1876.
3. *The China Clipper*. Vol. XXX, No. 6, The China Stamp Society.
4. W.H. Griffiths, *The Story of the American Bank Note Company* (New York, 1959), p. 56. In 1901, Western was acquired by American Bank Note Co. but continued to operate under the original name until June 17, 1911 when it assumed the name of American Bank Note Co. Chicago branch or Western Division. In 1902, International was purchased by American Bank Note Co. and its plant in upper Manhattan operated until 1911.
5. "The Collection of Essays and Proofs of William A. Grant," H.D.S. Haverbeck, *The Essay-Proof Journal*, No. 86, pp. 51-57.
6. "Lorenzo of Dorset," *Yankee* magazine, Nov. 1967.

[Greg, one of several members who wrote in appreciation of the article on James Smillie, submitted this article under the title "Some Historical Sleuthing on Steamships." The name has been changed to fit. Ed.]

While reading the first installment of the fascinating article on engraver James Smillie (SCJ 2Q 2003), I stopped to consider the vignette of the *Adriatic*, which accompanied the story, and appears on SO81—ASDA '91 (below). It occurred to me that a good number of souvenir cards and related material depicted other paddle wheel steamships.

One of my maxims in collecting is "follow your whims." Another is "share your discoveries." So I indulged my whims and started counting. Turns out there are quite a few. Too many, in fact, to share them all in this article, so we'll limit the content here

to deep water vessels, all of them wooden side-wheelers. The riverboats and propeller steamers will have to wait for another Journal issue.

In the process of compiling this list, I began to wonder about the background of these vessels, which aren't always identified. But the Internet is vast and with perseverant use of Google, you can find out about nearly anything. So I went hunting for names and histories—and this is where my quest for knowledge led me...

Let's start with the S.S. *Adriatic*, a wooden steamer completed in 1856 for the United States Mail Steamship Company, commonly known as the Collins Line. The *Adriatic* weighed a whopping 4,145 tons, a phenomenal size at that time. She was billed as the "largest ship in the world," although at 354



The above vignette, engraved by James Smillie for the National Bank Note Company, depicts the great American wooden paddle liner, *Adriatic*, later chosen as the central design for the twelve-cent postage stamp issue of 1869.

AMERICAN STAMP DEALERS' ASSOCIATION

NEW YORK, NEW YORK



NOVEMBER 7-10, 1991

feet not quite the longest. (By comparison, the *Queen Mary*, launched in 1934, is 1,019 feet and has a gross tonnage of 81,237 — but she is, after all, a modern steel liner.) The *Adriatic* had a 50-foot breadth, her paddle wheels were 40 feet in diameter, and her twin engines, with their 12-foot stroke pistons and 101-inch diameter cylinders, could generate an estimated 2,800 horsepower, propelling her along at a brisk 15 knots per hour. She accommodated 400 passengers (300 of them first-class) and had a crew of 188, including 36 seamen, an equal number of coal-passers and of waiters, 24 firemen (stokers), 2 pastry cooks, 2 lampkeepers, a surgeon, a barkeeper, and a barber.

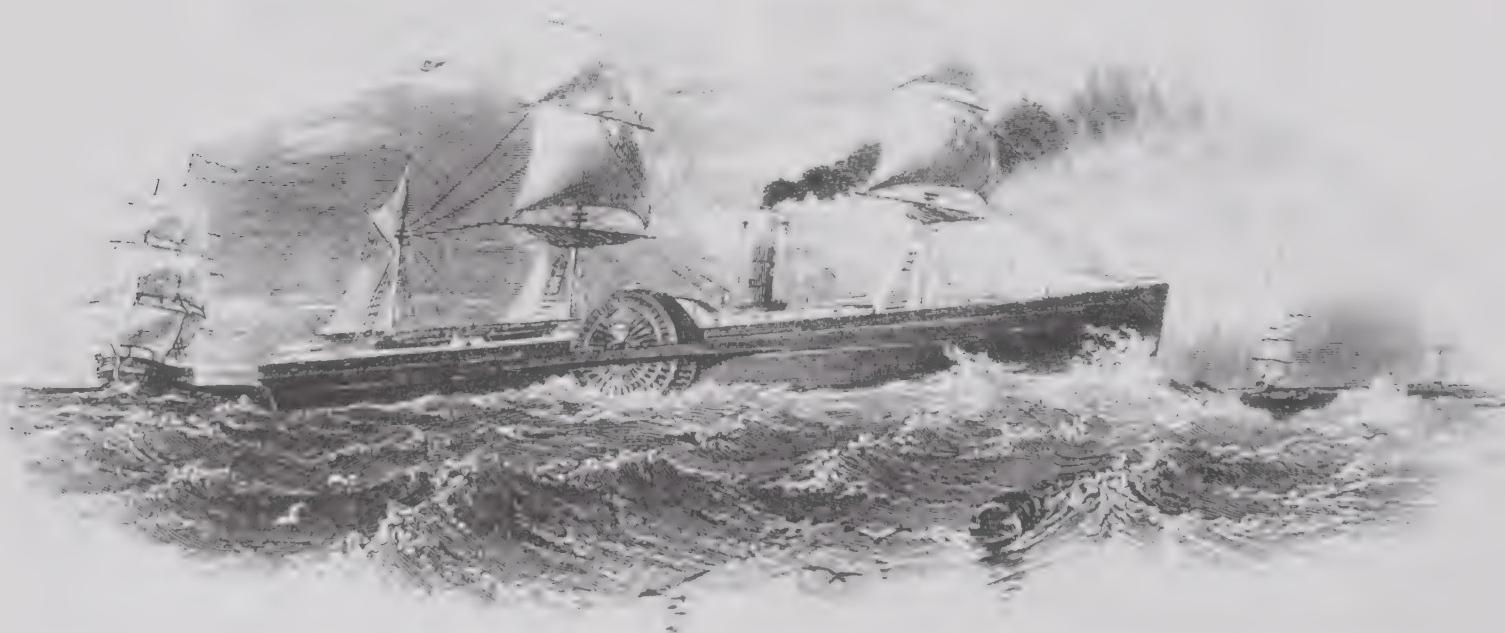
The *Adriatic* only made one voyage for Collins between New York and Liverpool before the company went belly-up in 1858, after the firm's lucrative mail contract for the Atlantic run was not renewed. She was then laid up and sold the following year to the fledgling Atlantic Steam Navigation Company, a.k.a the Galway Line, for an astonishing \$50,000. (The estimated building cost of the *Adriatic* was cited in the press at just under £250,000—roughly \$1.2 million.) So by 1869, when Smillie's engraving was chosen to grace a U.S. stamp, the *Adriatic* was actually an Irish vessel, carrying mail between Galway, Ireland and New York.

The S.S. *Baltic* (below, enlarged) is depicted in a vignette on the third ABNC Archive Series (1990) "Men and the Sea" panel, engraved in 1850. The *Baltic* was another sea-going steamer of the Collins Line. Built in 1850 by Jacob Bell of New York, she was a 2,123 gross ton ship, length 282 ft. x beam 45 ft.

She had a speed of 12 knots and could accommodate 200 first-class passengers. In 1851, accommodations for 80 second-class passengers were added. That year she broke the speed record of around 10 days on her regular route between Liverpool and New York. An 1854 company brochure advertised one-way passage on the route for £30 first-class (\$145) or £20 second-class (about \$100).

The *Baltic* commenced her last Liverpool-New York voyage on Feb. 3, 1858 (arriving Feb. 18), after which she was also laid up. The North Atlantic Steamship Co. purchased her in 1859 to run between New York and Aspinwall (now known as Colon, Panama) until 1860, when she was laid up again. At the onset of the Civil War, a great many commercial vessels were chartered by the War Department, and in 1861 the *Baltic* was contracted as a transport for the Union. After the war, she went back to work on the Atlantic. In April 1866, she commenced the first of two round-trip voyages for the North American Lloyd Line between New York, Southampton, and Bremen. On Feb. 21, 1867, she sailed from New York on the first of five round trip voyages for the New York & Bremen Steamship Co., following the same route. Her last voyage commenced in October 1867. In 1870 her engines were removed and she was finally scrapped in 1880.

"The U.S. Mail Ship, *Illinois*" is identified on SO145 - CSNS '95 (opposite, above), as the central vignette of a \$5 bank note issued by the City Council of Brunswick, Georgia, engraved circa 1857 (below, enlarged). The *Illinois* was yet another Collins Line mail steamer, at least for a time. She was constructed



American Bank Note Company

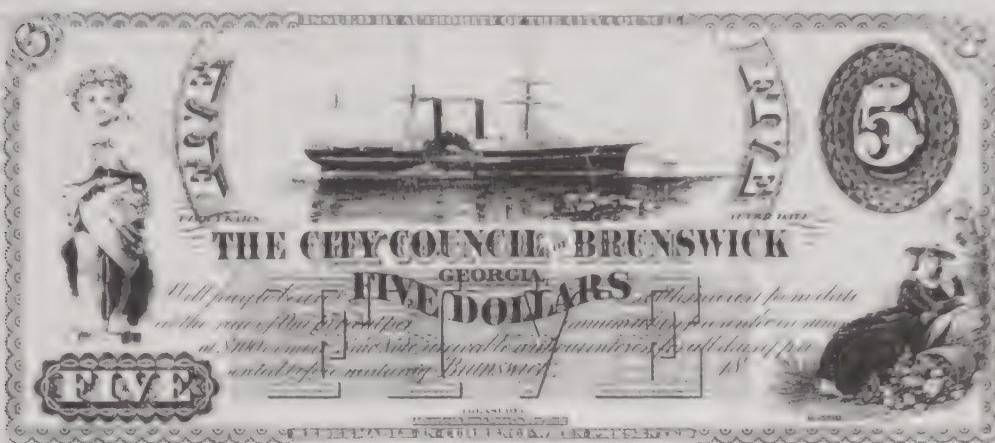
Established 1858 • New York, New York

The City Council of Brunswick, Georgia Currency Series. Circa 1870 - 1880

Sometime after the Civil War, probably about 1870-1880, the City of Brunswick, Georgia, located on the state's Atlantic coast, asked American Bank Note Company to prepare a series of municipal bank notes.

Because of National Currency legislation adopted in the middle 1860's, state banks found it impractical to continue issuing their own bank notes. However, municipalities, like Brunswick, were not subject to many of these regulations, and were free to issue their own currency.

The Brunswick notes were to be accepted at face value for all money due the city, or if held for five years they were to be redeemable at a rate of one percent interest per year. For reasons unknown, it now appears that these notes were never issued. The note below is intaglio printed from the original 19th century steel plate held in the vaults of the American Bank Note Company.



The U.S. Mail Ship, Illinois
Engraving for Baldwin, Bald
Cousland & Co., circa 1857
Spring, engraved for ABN in
1866 by James Bannister
Autumn Fruit, engraved by
O G Hanks for ABN in 1861
after a painting by J W Casilear

Central States Numismatic Society

April, 1995 • Milwaukee, Wisconsin

No 259 from an edition of 425

by the renowned New York shipbuilding firm of Smith & Dimon and entered service in August 1851. Slightly smaller than the *Baltic*, she had a deck length of 267 feet and a breadth of 40 feet. Two oscillating engines drove her 9-foot stroke pistons, with 85-inch diameter cylinders. She had four tubular iron boilers, 12 feet long by 13 feet high. Each paddle wheel was 33 foot, 6 inches in diameter, with 28 paddles to the wheel and paddle buckets measuring 11 feet wide.

Originally launched as the *Louisiana* in the spring of 1851, she was soon purchased by Collins Line partner George Law, who changed her name and put her on the New York to Chagres route (the Isthmus of Panama). This was the first leg on the sea route to Oregon and California, and Law no doubt wanted to capitalize on the demand for passage, sparked by the 1849 discovery of gold. Her captain noted the *Illinois'* top performance in a log of a May 1852 trip from NY



to Chagres and back via Havana: "Average consumption of coal, 60 tons per day; average speed 11 miles per hour; max. speed 13.5 mph. Running time from Havana to NY, 94.5 hours; distance run, 1032 miles." The *Illinois* was nearly lost in August 1857 after running aground on a reef near Havana, but was repaired and continued to service this route until the spring of 1859. Cornelius Vanderbilt bought her at auction in 1860 and she plied his New York to Le Havre, France run that year.

Early in the Civil War, she was chartered by the Union Army to ferry supplies and troops. In March of 1862, just after the first rebel ironclad, C.S.S. *Virginia*, (a.k.a. the *Merrimack*) made its devastating combat appearance, the panicked War Department desperately scrambled to cobble together a fleet of civilian steamships to ram the ironclad should it attack again. Though committed to the Army, the *Illinois* was hastily transferred to Navy control for the mission. Short on military personnel, the Navy contracted each ship's civilian crew along with the vessel. Four steamships were eventually assembled at Fort Monroe (near Norfolk, VA) where the *Merrimack* was lurking up the Elizabeth River. The *Illinois* arrived on March 18.

Thanks to a gross miscommunication, her crew wasn't informed of their true mission to "run down the *Merrimack*" (a likely suicide for some aboard) until after they arrived in port—whereupon nearly all the appalled seamen refused duty in that capacity. Since the military had no authority over civilians, the *Illinois* was grudgingly released to return to New York. Another civilian crew was eventually procured and she returned on March 30. Fortunately for the small fleet, the *Merrimack*'s captain learned of the plan and stayed out of sight, buying the Union enough time to get their own ironclad, the *Monitor*, on the scene to counter the Confederate naval advantage.

The *Illinois* never saw combat and after the episode reverted to Army service for the duration of her charter. From October 1863 to June 1864, she returned to civilian duty on the New York-Panama run. After the war, the *Illinois* served as a quarantine ship at Hoffman's Island in lower New York Harbor until about 1900.

The ship depicted on SO69—N.C. 200th Anniv. '89 (above, cropped) turned out to be an intriguing enigma. The vignette of a large unidentified side-wheeler in harbor appears on a circa-1850 \$5 bank note

THE AMERICAN BANK NOTE COMPANY
proudly commemorates
The 200th Anniversary of North Carolina
1789-1989



North Carolina was the twelfth state to enter the Union on November 21, 1789. North Carolina and Rhode Island refused to ratify the U.S. Constitution and take part in the newly formed government until the first Congress had begun to adopt amendments to the Constitution. These amendments were called the Bill of Rights. The amendments were designed to protect individual liberties against possible encroachment by the new government.

from the Bank of North Carolina (enlarged, opposite). There were at least three or four similar looking ships from the era. The "OC" which appears on the ship's banner proved to be a red herring, as no shipping company seemed to exist with those initials. Until I realized that the "O" might actually be a "Q"—and "QC" might stand for "Quaker City." And after a little close scrutiny, it was clearly a match.

The *Quaker City* was a relatively small vessel of 1,428 tons, but I could find little more information about her dimensions or early use. She was built in Philadelphia in 1854 and had a brief connection to the Collins Line, which chartered her once in 1857 for a single round trip voyage from Philadelphia to Charleston. But during the Civil War she more than made up for this lackluster beginning.

The Navy chartered her in April 1861 and sent the ship to enforce the Federal blockade in the Chesapeake Bay. Over the next five months, she captured or supported the capture of ten would-be blockade runners. That August, just before her charter was to expire, the Navy purchased her for conversion into a warship, and in December 1861 she was officially commissioned the U.S.S. *Quaker City*.

She had an illustrious naval career, initially on sea patrol searching for Confederate cruisers and raiders along the southern coastline. On January 31 1863 she was damaged in a fight with ironclads C.S.S. *Chicora* and C.S.S. *Palmetto State* off Charleston, South Carolina. *Quaker City* also continued her campaign



against blockade runners, aiding in the capture of more than a dozen between 1862-1865. One splendid irony was her participation in a massive support fleet during the capture of Fort Fisher in the winter of 1864-65, which closed Wilmington, NC, to Confederate commerce. In hindsight, the Bank of North Carolina may have wished they'd chosen another ship for their \$5 note.

Following the war's end, the *Quaker City* was decommissioned and sold in June 1865 to begin commercial trade again. And that's when she achieved immortality.

On June 8, 1867, the *Quaker City* embarked on an unheard of journey: the very first trans-Atlantic pleasure cruise. Up until that point ocean travel was regarded as strictly business, a way to get from one place to another. Slow, often perilous, and expensive, steamship travel was simply never considered a leisure activity. (Until the 1850s, passengers even had to supply and prepare their own food.) But the war was over and steamship companies needed to find a way to generate some business.

The departure earned scant attention in the press. What guaranteed the *Quaker City*'s fame was the literary skill of one particular passenger—Mark Twain. Along with 66 other intrepid voyagers, Twain steamed off for Europe and the Holy Land, writing missives nearly every day of the trip, which were dispatched to be published in newspapers back home.

Upon his return, Twain mined the letters and his journal for one of his most successful books, "The Innocents Abroad." His descriptions of exploring Italy, Syria, Egypt and Palestine are as colorful as those of the people he met along the way. His fellow pilgrims included "the Frenchy-looking woman who owns a dog and keeps up an interminable biography of him to the passengers" and the homespun, Long

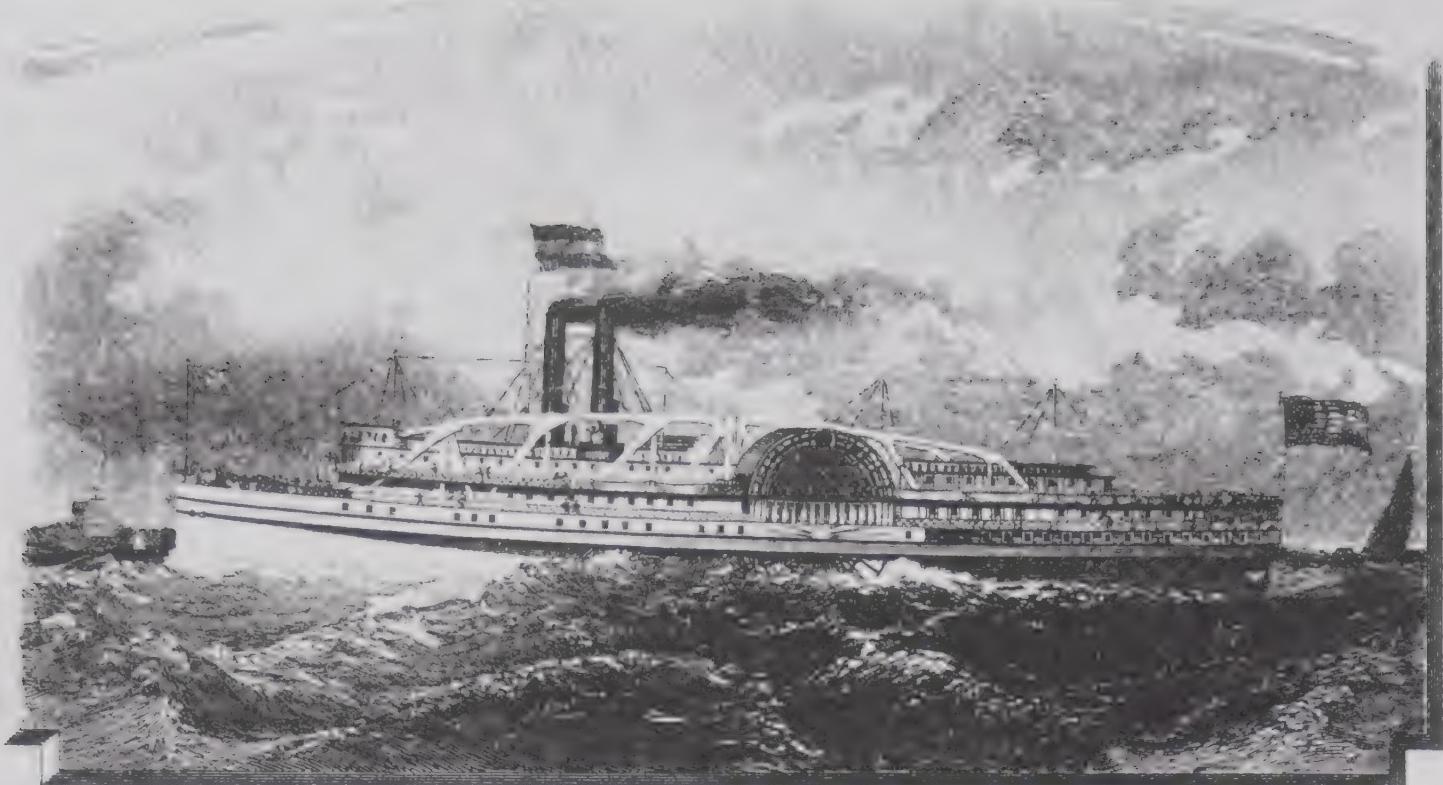
Island farmer who regularly hounded Twain with his obsessive doggerel and was referred to as "the Poet Lariat." The popularity of Twain's witty and fascinating chronicle of his adventures inspired others to take their own excursions—and the leisure travel industry was born.

As for the *Quaker City*, the steamer went through a series of sales and new names at the end of her career. In 1869, she was sold and renamed *Columbia* and later that same year joined the Haitian Navy as the *Mont Organisé*. Sold again in February 1871, she was renamed *République*, but was lost at sea off Bermuda later that month.

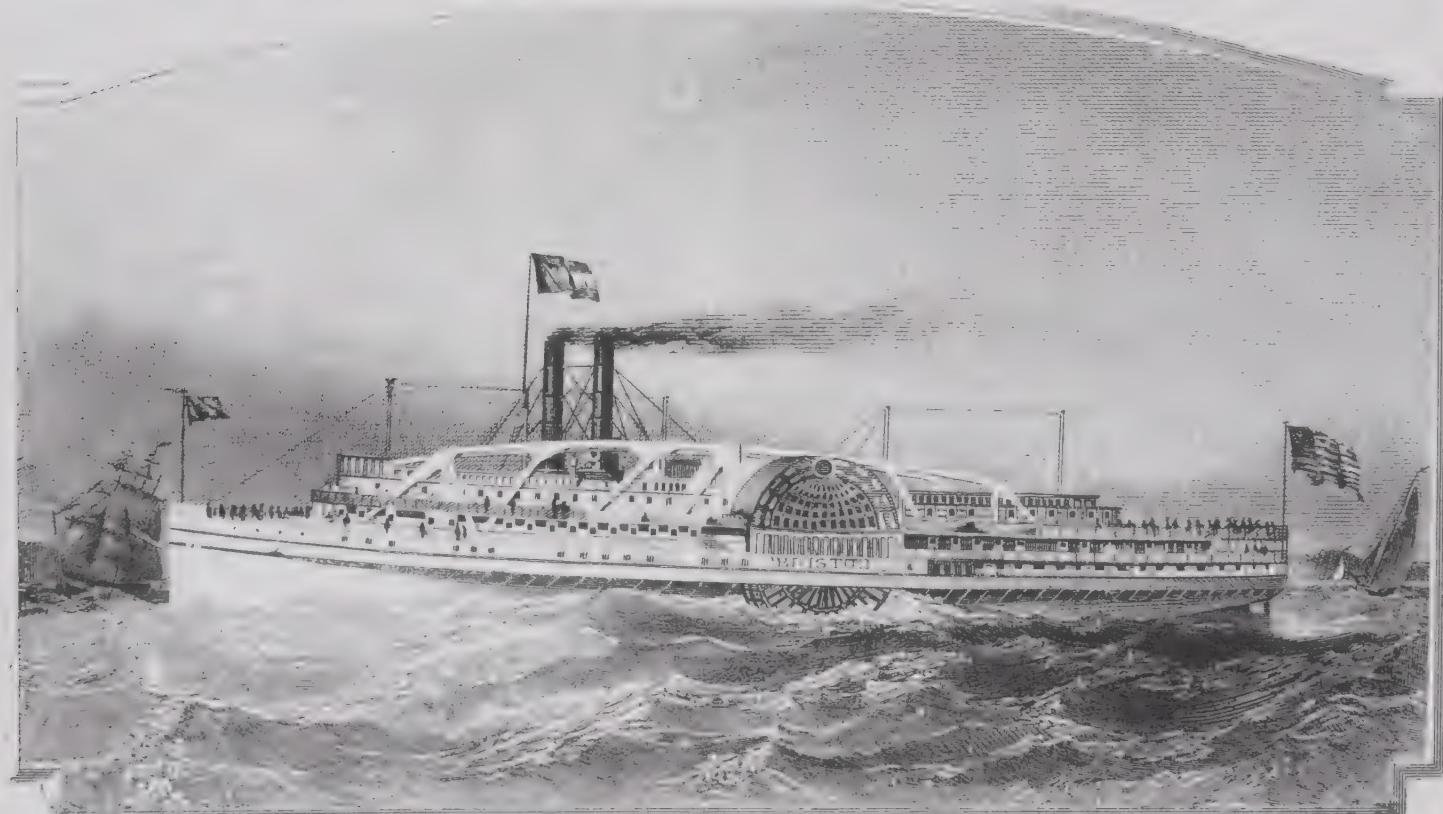
The final vessel in my hunt graces (W-25 or S1995A) Balplex'95, issued by SCCS Chapter One (top, next page). She provided another opportunity for some detective work. The souvenir card was reportedly printed from a plate engraved by the John A. Lowell Bank Note Co. of Boston, but there was nothing further to go on.

I was fortunate to own a printer's sample with a very similar vignette (bottom, next page, enlarged), in fact at first glance they appear identical. But a closer look reveals some variations. Though the distinctive frame is the same on both, the waves, clouds, and sailing ship in the background to the left are all different. More importantly, on my vignette, over the paddle wheel, tiny letters spell out "Bristol" — which was enough to track her down.

The *Bristol* was built after the Civil War (sources cite conflicting dates) in the New York shipyards of William Webb, with an overall length of 373 feet and a breadth of 48 feet. Shipbuilding had come a long way since the *Adriatic* was touted as the world's biggest a decade earlier. The *Bristol*'s wheels were almost 39 feet in diameter, just shy of the *Adriatic*'s 40-footers, with stepped buckets "to prevent jarring and shaking." Her 12-foot stroke pistons were just as



Vignette from souvenir card, Balplex'95 issued by Chapter One (W-25, formerly S1995A)



Vignette from printer's sample (enlarged)

long and her cylinders, at 110-inches, were even larger. Her engines were powered by three huge tubular boilers, 35 by 12 feet. But her gross tonnage was only 2,962, giving her a shallow average draft of just over 10 feet and greatly improved speed and efficiency.

Architecturally magnificent, from an engineering

standpoint she was also far more stable, with "water-tight compartments, floors of solid white oak; every beam bolted fore and aft and cross-braced with iron." Perhaps her most distinctive feature, arching powerfully over the decks, were her hog frames, which gave added strength, both visually and structurally.

Getting back to the engravings for a moment, one thing still puzzled me about the two vignettes. While they were probably the work of different engravers, it appears, because of how both are framed, that they were issued by the same company. So why go to the expense of duplicating the same design?

The answer: The *Bristol* had a sister ship, the *Providence*, built at the same time, to the same specifications. Very likely, the *Providence* is the ship depicted on S1995A (W-25).

Among the largest ships of their day, the *Bristol* and the *Providence* were also the most lavish. Costing \$1.25 million each, the ships were decorated with chandeliers, carved woodwork, frescos, marble, gilding, and "the richest of carpets, furniture and hangings." Boasting luxurious cabins and dining rooms, each ship had 240 staterooms and could sleep 1,200 overnight passengers. By 1869, daily concerts were even being performed for guests.

The *Bristol* began her career in June 1867 on a newly formed route from New York to Bristol, Rhode Island. In about a year the steamers were bought the Narragansett Steamship Company, then under the control of financiers Jay Gould and James Fisk, Jr. and in 1869 the route's northern terminus was moved about 10 miles further east to Fall River, Mass. This was the beginning of the famous Fall River Line, which in 1874 passed into the possession of the Old Colony Steamboat Company (under its parent company, Old Colony Railroad). The palatial steamers *Bristol* and *Providence* operated on this line during the summer for two decades.

Passengers travelled via train from Boston to Fall River, then by steamship for the overnight leg to New York. Passage was frequently booked by well-to-do Yankees, including Fall River's wealthy textile mill owners, flush with profits during the city's boom years as the largest cloth manufacturing center in the world. The *Bristol* ran this line until Dec. 30, 1888, when she accidentally burned while laid-up for the winter in Newport, RI. I could find nothing more on the *Providence*.

Thus ends my foray into engraved images of maritime steamships, except for one addendum. In addition to sharing an illustration of a souvenir card, fellow SCCS member Paul Melnick sent along a vignette from a plate pulled on his spider press (below, enlarged). Originally engraved by the Homer Lee Bank Note Company, it was immediately recognizable as the *Bristol* (finding her name on the ship's bridge confirmed it). As luck would have it, further research led me to a photo that was almost certainly used as a model by the engraver...a mirror image, just as you'd expect.

Information in this article was obtained from these websites:
www.history.navy.mil/photos/sh-civil/civ-name.htm
www.pt5dome.com/ships.htm
www.hhpl.on.ca/GreatLakes/scripts/Bib.asp?PubID=3
www.geocities.com/mppraetorius/
www.maritimeheritage.org
www.theshipslist.com/ships/lines/collins.html
<http://archives.ubalt.edu/steamship/transa.htm>
www.navyandmarine.org/ondeck/1862mutiny.htm
www.queenmary.com
www.frpd.org/historical/frsteamships.htm



POSTAGE STAMP MEGA EVENT

OCTOBER 23-26, 2003

NEW YORK, NEW YORK



FIRST DAY OF ISSUE

ASDA
STATION
New York NY 10001



Souvenir Card Collectors Society
Metro Chapter Four

Metro Chapter Four souvenir card for the POSTAGE STAMP MEGA EVENT (M-36A)

The most recent souvenir card from the SCCS Metro Chapter Four (opposite page) bears the show cancel for the day of the Chapter meeting at the show.



Mike Bean produced some items for the Pennsylvania Association of Numismatists. A 4.75" x 3.5" folded banquet invitation (right), a souvenir card (next page), and a "proof" (page 23). The invitation (50 printed) has a blue eagle and black lettering. The souvenir card (200 printed) has blue vignettes and black lettering. The spider press proofs (30) were printed in green, numbered, signed, and dated. Lee Quast (ASC) has obtained 40 copies of the souvenir card and is offering them mint @ \$6.00 each postpaid.



The last BEP card of this year is reproduced (page 24) and, at press time, it is unknown what the program, if any, will be for 2004.



John Shue sent photocopies of his canceled intaglio prints for the N&WPMC, ANA, and GNA (pp. 25-26), as well as copies of the World Philatelic Exhibition WASHINGTON 2006 card (p. 27). He also sent copies of the Washington Chapter One card issued for NAPEX 2003 (p. 28).



Herb Meisels sent copies of four cards issued by the USPS at the MEGA show on 23 October (pp. 29-30). I was at the show for the Metro Chapter meeting, but was not aware of these cards. They appear to be more like FDOI issues rather than souvenir cards, but with the dearth of souvenir cards these days, one should collect whatever pleases them. Herb also sent some other "souvenirs" which will appear in a future issue of this Journal.

Herb also contributed some copies of Russian souvenir cards (pp. 31-34), unfortunately without translations. Does anyone out there read Russian?



Pennsylvania Association of Numismatists

25th Anniversary Convention Awards Banquet

October 25, 2003

PAN '03

Monroeville, PA



PENNSYLVANIA ASSOCIATION OF NUMISMATISTS

25th Anniversary Convention

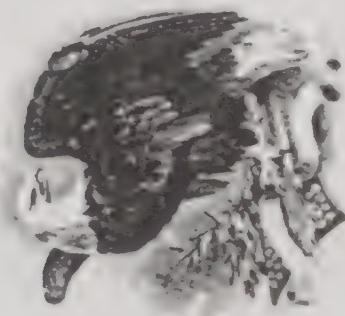


October 24 – 26, 2003

Monroeville, Pennsylvania

Spider Press Printing

Souvenir card for the Pennsylvania Association of Numismatists 25th Anniversary Convenyon



DIE PROOF

This vignette was printed by hand from an engraved
steel plate on a 19th century intaglio "Spider Press"

Proof No. 29/30 Printer Mike Bear Date 10/26/2003

Spider press proof printed at the Pennsylvania Association of Numismatists 25th Anniversary Convention

NATIONAL & WORLD PAPER MONEY CONVENTION - ST. LOUIS, MISSOURI NOVEMBER 2003
SYMBOLIZING AMERICA'S FREEDOM, SPIRIT AND PURSUIT OF EXCELLENCE



BEP intaglio print "Patriotism" offered at the National and World Paper Money Convention (B269)

The copying of this print is restricted by Title 18, U.S.C., which prohibits the unauthorized reproduction, in whole or in part, of currency, postage stamps, or other securities of the United States.

BY THE PRINT OF ENGRAVING AND PUBLISHING.

Engraved American Heritage Collection

AMERICAN NUMISMATIC ASSOCIATION BALTIMORE, MARYLAND JULY/AUGUST 2003
SYMBOLIZING AMERICA'S FREEDOM, SPIRIT AND PURSUIT OF EXCELLENCE



Engraved American Heritage Collection

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NATIONAL & WORLD PAPER MONEY CONVENTION - ST. LOUIS, MISSOURI NOVEMBER 2003

SYMBOLIZING AMERICA'S FREEDOM, SPIRIT AND PURSUIT OF EXCELLENCE

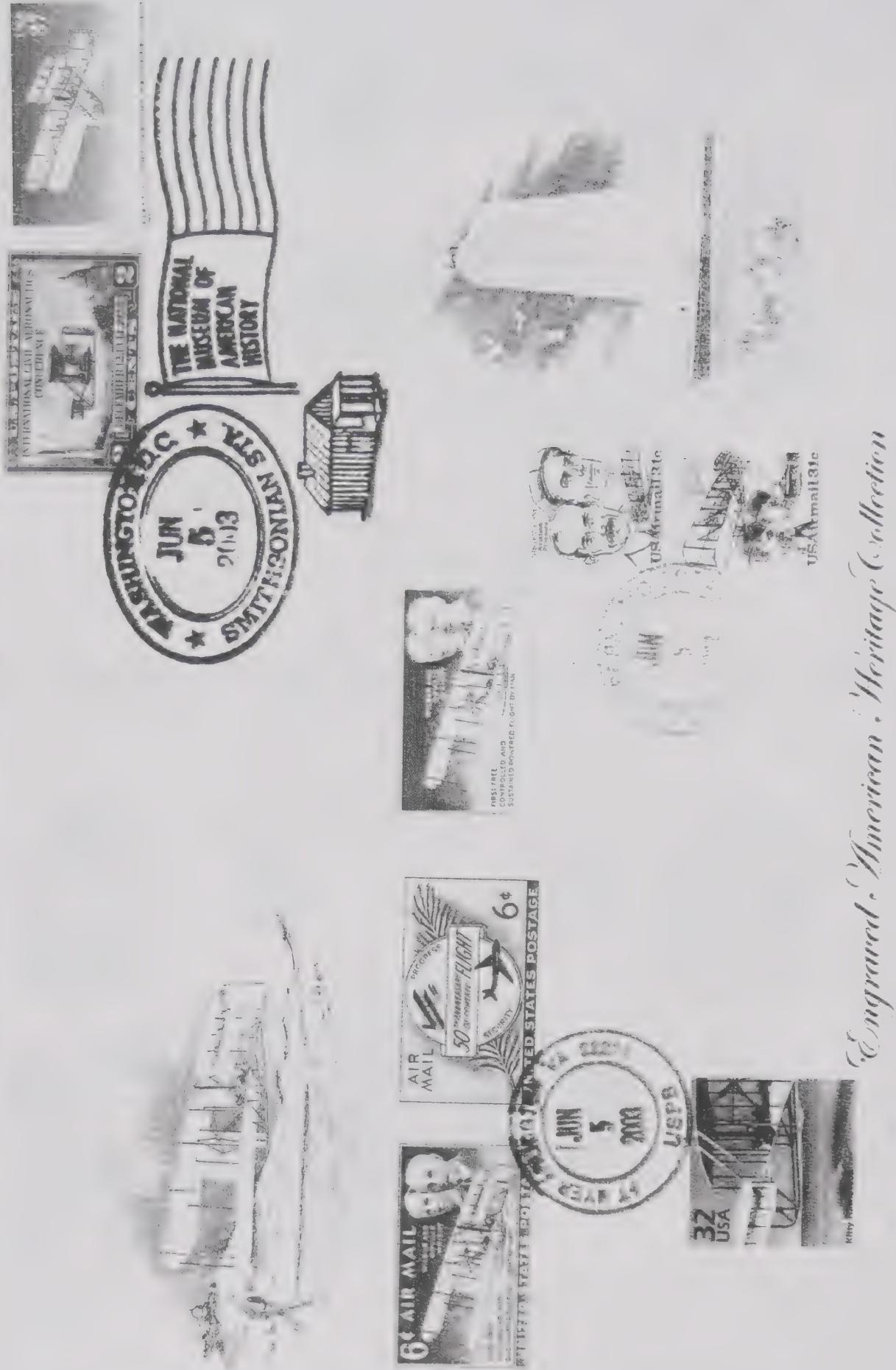


Engraved American Heritage Collection

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BEP intaglio prints (B267 & B269) with cancellations as prepared by John Shue.

GEORGIA NUMISMATIC ASSOCIATION - DALTON, GEORGIA June 2003
 SYMBOLIZING AMERICA'S FREEDOM, SPIRIT AND PURSUIT OF EXCELLENCE



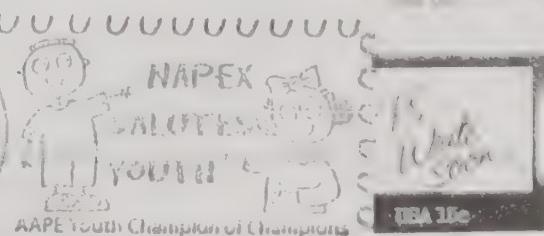
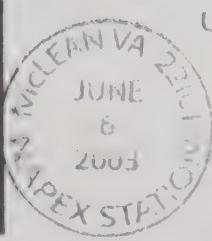
BEP intaglio print (B268) with cancellations as prepared by John Shue.

The copying of this print is restricted by Title 18, U.S.C. which prohibits the unauthorized reproduction, in whole or in part, of currency, postage stamps, or other securities of the United States.

Engraved. American Heritage Collection

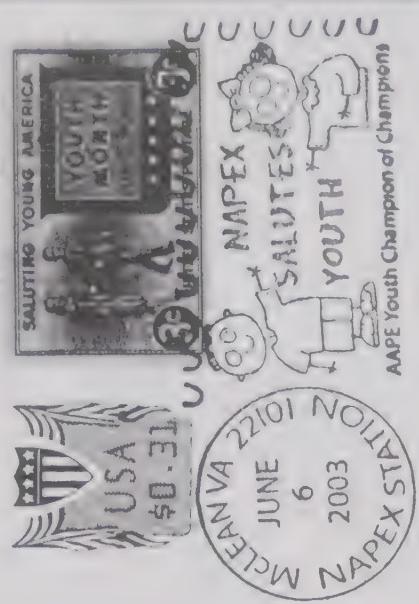


May 27- June 3, 2006



WASHINGTON 2006 (?) souvenir card prepared by John Shue.

Souvenir Card Collectors Society
Washington Chapter One

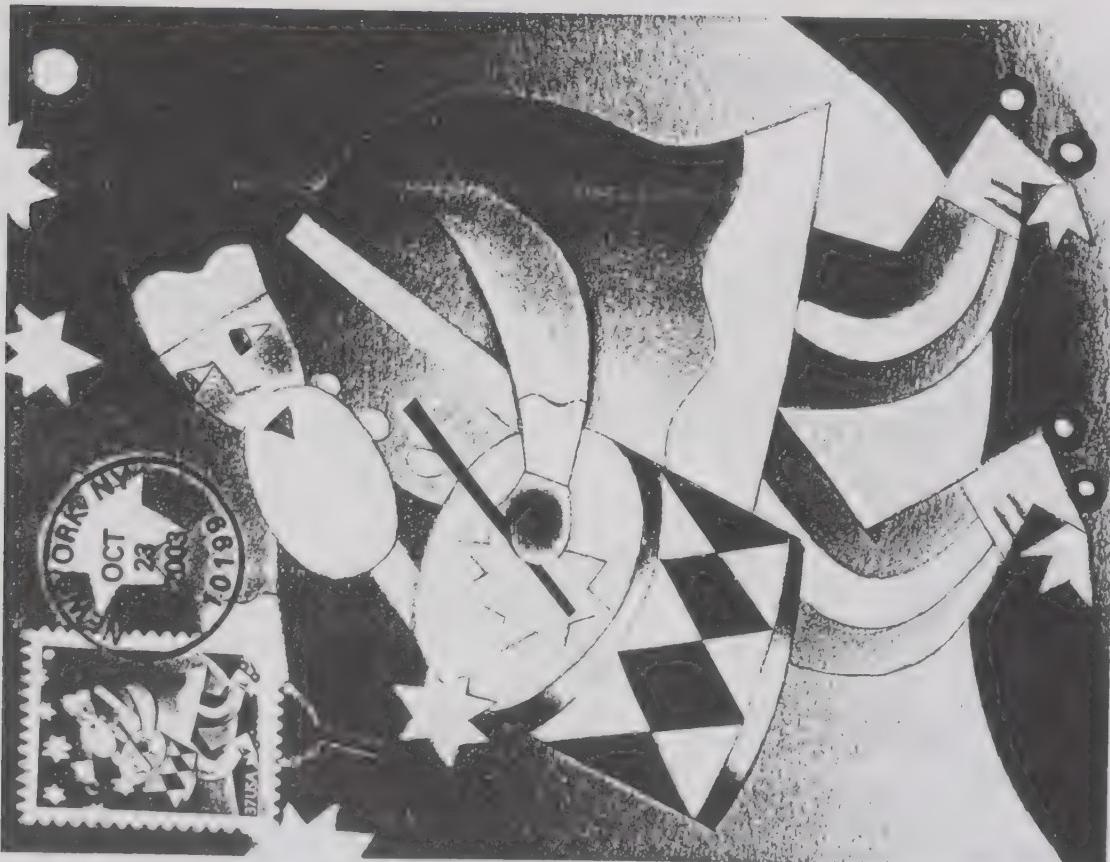


NAPEX 2003
June 6-8, 2003
McLean, Virginia

NAPEX 2003 souvenir card (W-?) prepared by Washington Chapter One



USPS souvenirs from MEGA SHOW in New York, 23 October 2003



USPS souvenirs from MEGA SHOW in New York, 23 October 2003.

FROM RUSSIA WITH LOVE?

Herb Meisels (3)

I show here eight representative examples of souvenir cards issued by the Soviet Union. About 250 different cards were issued. [As can be seen, these cards were issued in the 1970s, it is unclear if they are still being issued. It would appear that these cards are issued in connection with a postage stamp issue, similar to those other foreign cards illustrated in previous issues of this Journal, and not unlike recent USPS issues (examples of which are on the preceding two pages). Ed.]



002555 *



VIII РЕСПУБЛІКАНСЬКА
ФІЛАТЕЛІСТИЧНА ВІДКРИТКА
МІСІСІЯ

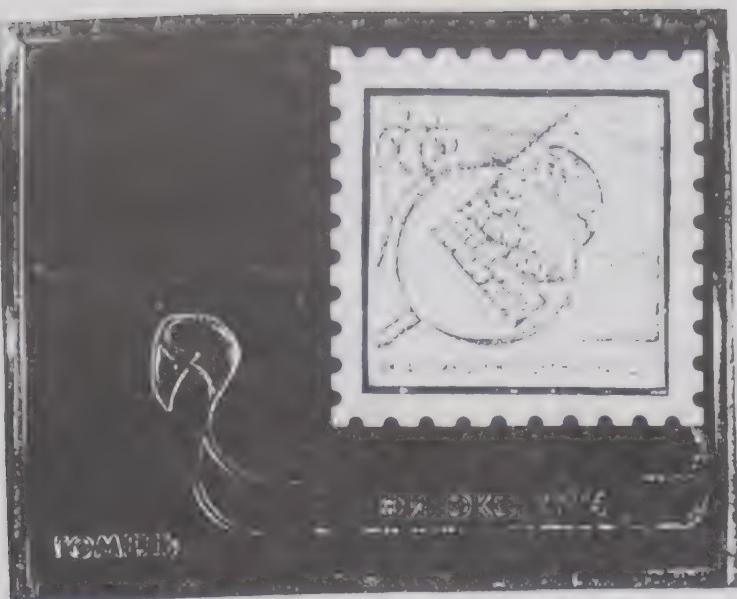


1944

1974

МІНСК - ГОРОД-ГЕРОЙ

ком. 15



30 лет
ПОБЕДЫ
СОВЕТСКОГО
НАРОДА
В ВЕЛИКОЙ
ОТЕЧЕСТВЕННОЙ
ВОЙНЕ



Смоленск – ФИЛАТЕЛИСТИЧЕСКАЯ ВЫСТАВКА





областная • II • выставка
• БУХАРАФИЛ • 76 •

СЛАВА ЛЕНИНСКОМУ КОМСОМОЛУ!



№ 247801

коп 20



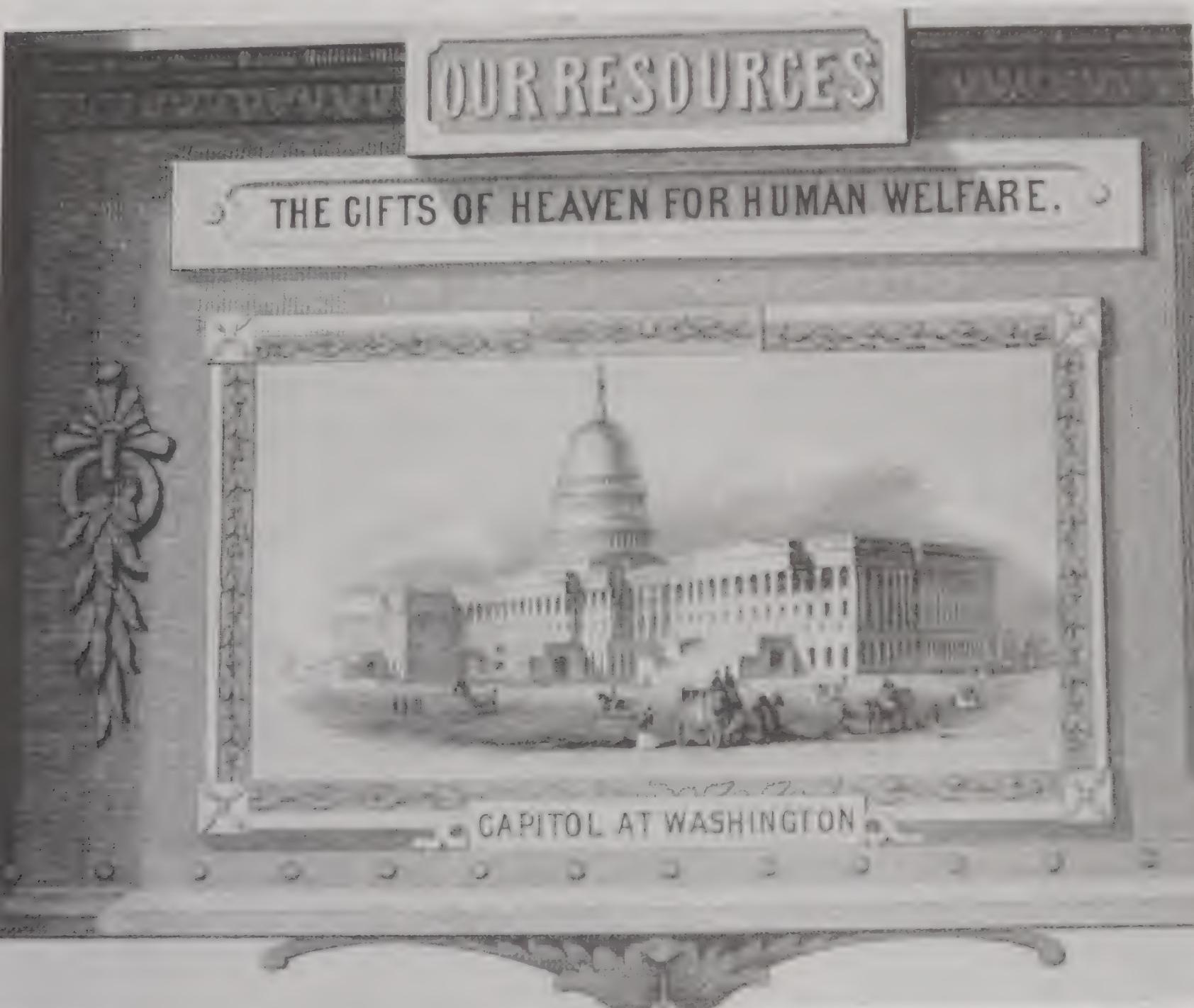
The Souvenir Card Journal: Fourth Quarter 2003 (Volume 23, Number 4)

AN UNUSUAL FIND!

William Kriebel (27)

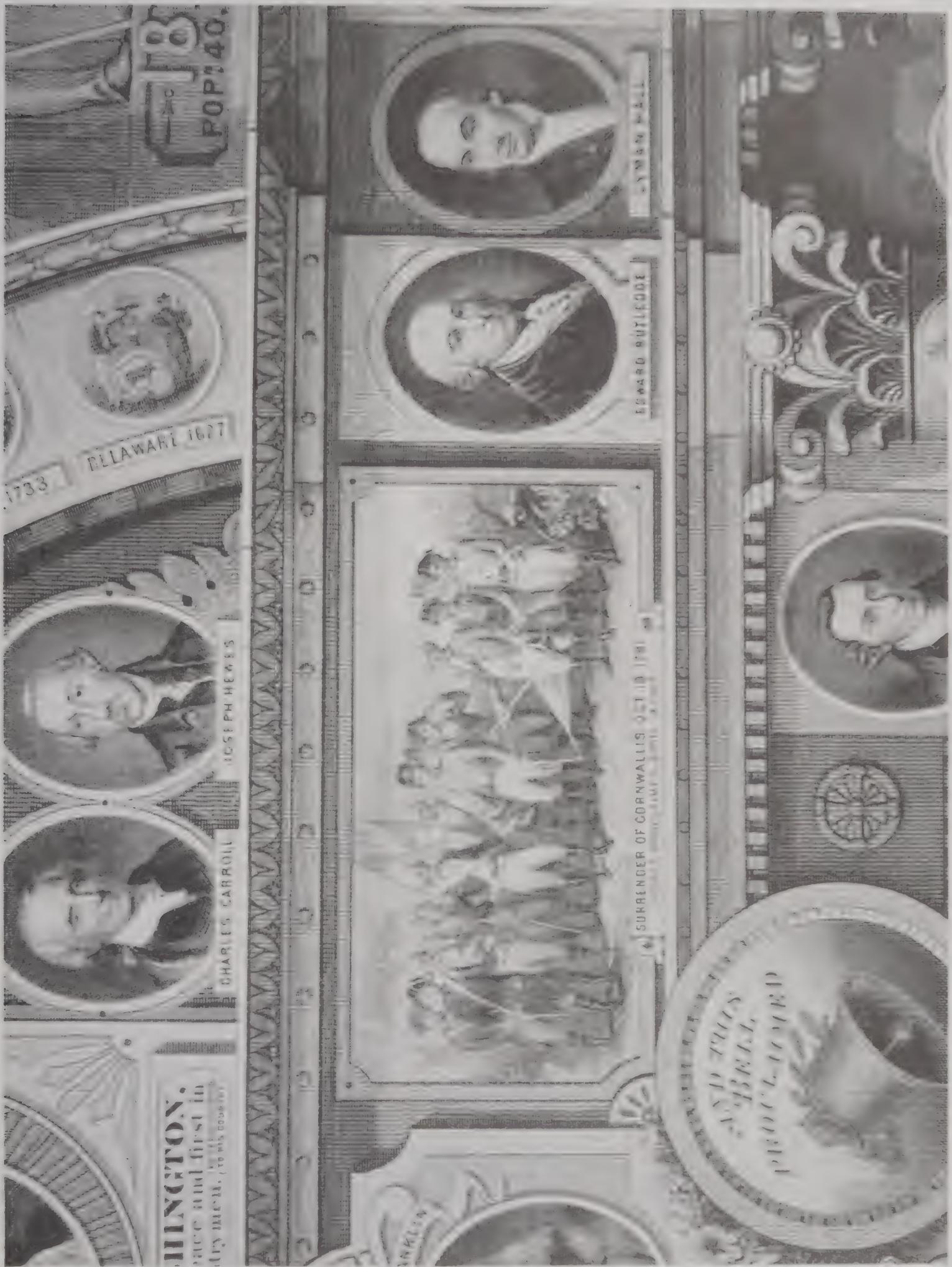
I recently acquired, at a local book and print auction, a rather large item printed by the American Bank Note Company (ABNCo). In the lower left hand corner it reads: "Entered according to Act of Congress in the year 1873 by Joseph Leeds in the Office of the Library of Congress." I was curious about the item titled "CENTENNIAL MEMORIAL OF AMERICAN INDEPENDENCE" as being three years early! A little further investigation in Dr. Radford's SCCS Numbering System Catalog suggested that what I had was FSO1873A. I was surprised by the comment "less than 12 such prints are known at this time [1989] with one hanging in the rotunda of the

Capitol." Since, apparently, few members have seen this item, I decided to show it here. At 28" x 35" on very heavy stock, it was impossible to attempt to scan it, so I have attempted to reproduce it in images taken with a digital camera. I hope they reproduce clearly. (Note: The vertical lines are parallel, there is some perspective distortion from the angle of the camera. The image (opposite) shows the overall view of the item. From the top of the eagle's wing to the bottom of the title lettering measures 30 inches, so the image is about one-third actual size.



The Declaration of Independence of the United States of America



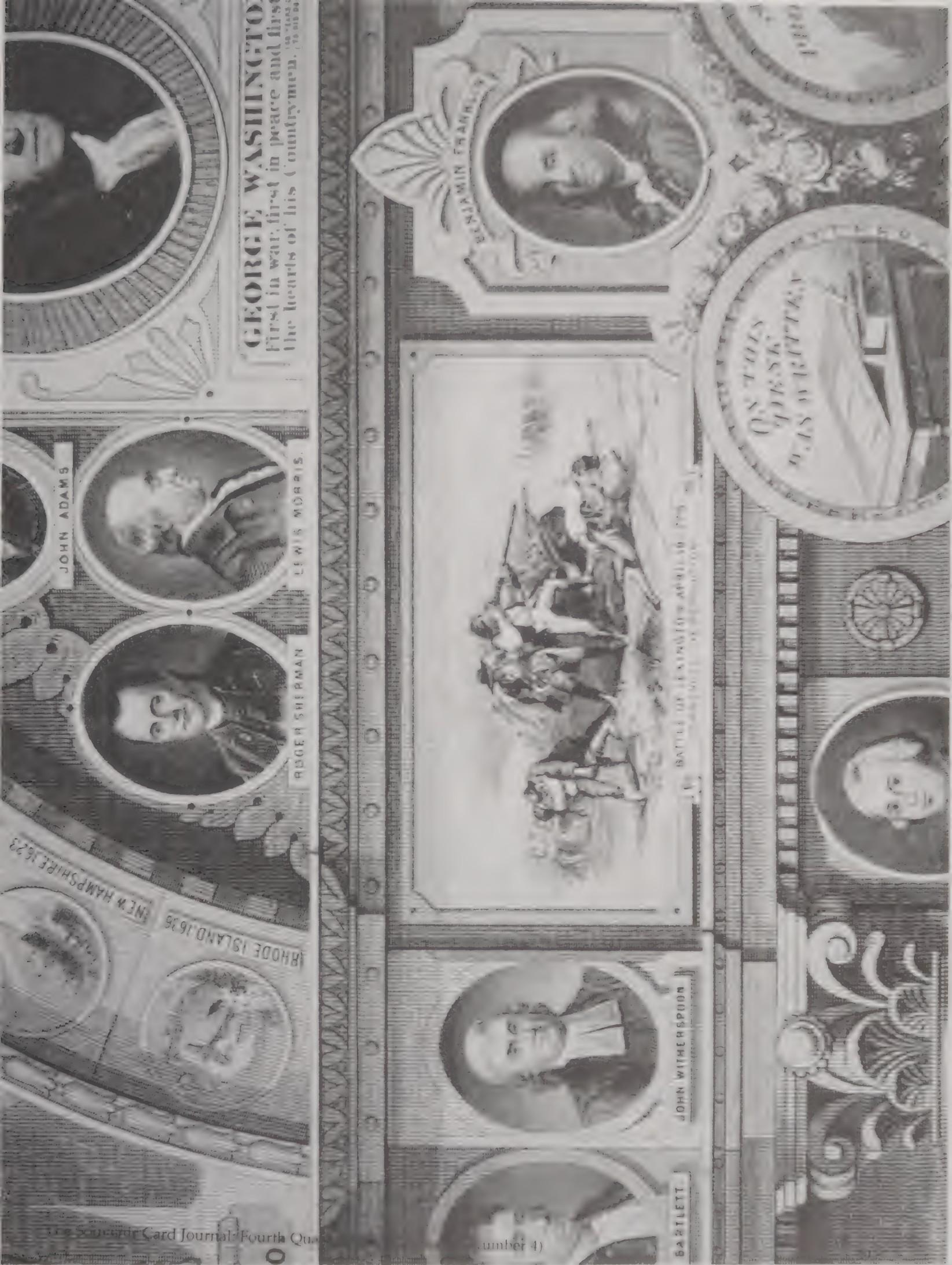


The Declaration of Independence of the United States of America.

July 4th 1776

When in the course of human events, it becomes necessary for one people to sever themselves from another, and to assume among the powers of the earth, the separate and equal station to which the law of nature and of Nature's God entitles them; it is the right of the people to alter or to abolish it, and to institute new Government, laying its foundation on such principles and organizing its power in such form, as to them shall seem most likely to effect their safety and happiness. Prudence, indeed, will dictate that governments long established, should not be changed for light and transient causes; and accordingly we have been led to believe, that the most wise and good of men would rather see a thousand difficulties in a good cause, than meet one difficulty in a bad one. But when a long train of abuses and usurpations, pursuing invariably the same object evinces a design to reduce them under absolute Despotism, it is their right, it is their duty, to throw off such government, and to provide new guards for their future security. Such has been the patient sufferance of these colonies, and such is now the necessity which exists of dissolving the bonds which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the law of nature and of Nature's God entitles them; it is the right of the people,

to throw off such government, and to provide new guards for their future security. Such has been the patient sufferance of these colonies, and such is now the necessity which exists of dissolving the bonds which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the law of nature and of Nature's God entitles them; it is the right of the people, to throw off such government, and to provide new guards for their future security. Such has been the patient sufferance of these colonies, and such is now the necessity which exists of dissolving the bonds which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the law of nature and of Nature's God entitles them; it is the right of the people, to throw off such government, and to provide new guards for their future security. Such has been the patient sufferance of these colonies, and such is now the necessity which exists of dissolving the bonds which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the law of nature and of Nature's God entitles them; it is the right of the people,





The Declaration of Independence of the United States of America.

among the Peoples of the Earth to assert

that by God's gift we are
an independent nation, whose sole
right and duty it is to rule itself.

Now, to right discrimination, by introducing the People
by their names, and giving to them the right to rule
themselves, and to have their own government,
is the best way to secure the safety and happiness of
the people. It has relieved the country from
the burden of taxation, and given my importance
to every individual in the land. He has
also given the right of Representation to the
people with his resources. He has also
given him the right of self-government.
He has also given him the right of
self-government.

Letter for the Naturalization

of the Foreigner dependent on us
as our citizens and will be

for the sake

of our

Health and

of all other persons
to be admitted by
the most excellent State
of Massachusetts. We have
represented to the Legislature by many
petitions, that we have suffered by
the want of a sufficient number of
representatives, and that the
representatives we have had have been
so few, that they have been obliged to rule
over us, and to hold them in contempt, and
not to hold them in the highest esteem.
We have also suffered by the want of
a sufficient number of representatives, and
that they have been obliged to rule over us,
and to hold them in contempt, and
not to hold them in the highest esteem.

Letter for the Protection of Foreigners

John Hancock, President

John Adams, Vice-President

Charles Adams, Secretary

John Quincy Adams, Attorney-General

John Jay, Minister to France

John Marshall, Minister to England

John C. Calhoun, Minister to Mexico

John C. Calhoun, Minister to Spain

John C. Calhoun, Minister to Portugal

John C. Calhoun, Minister to Brazil

John C. Calhoun, Minister to Argentina

John C. Calhoun, Minister to Chile

John C. Calhoun, Minister to Uruguay

John C. Calhoun, Minister to Paraguay

John C. Calhoun, Minister to Bolivia

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John C. Calhoun, Minister to Colombia

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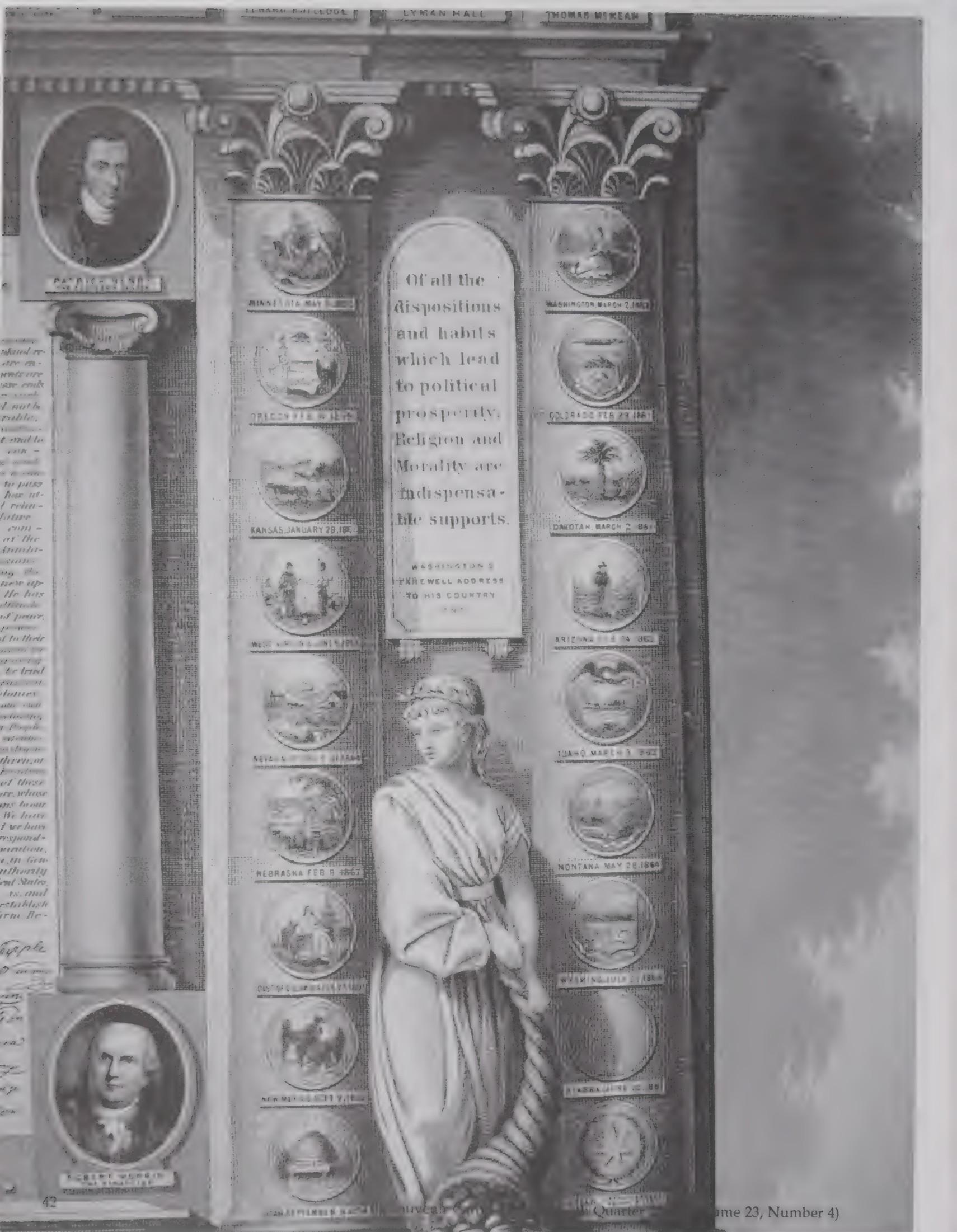
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OUR STRENGTH

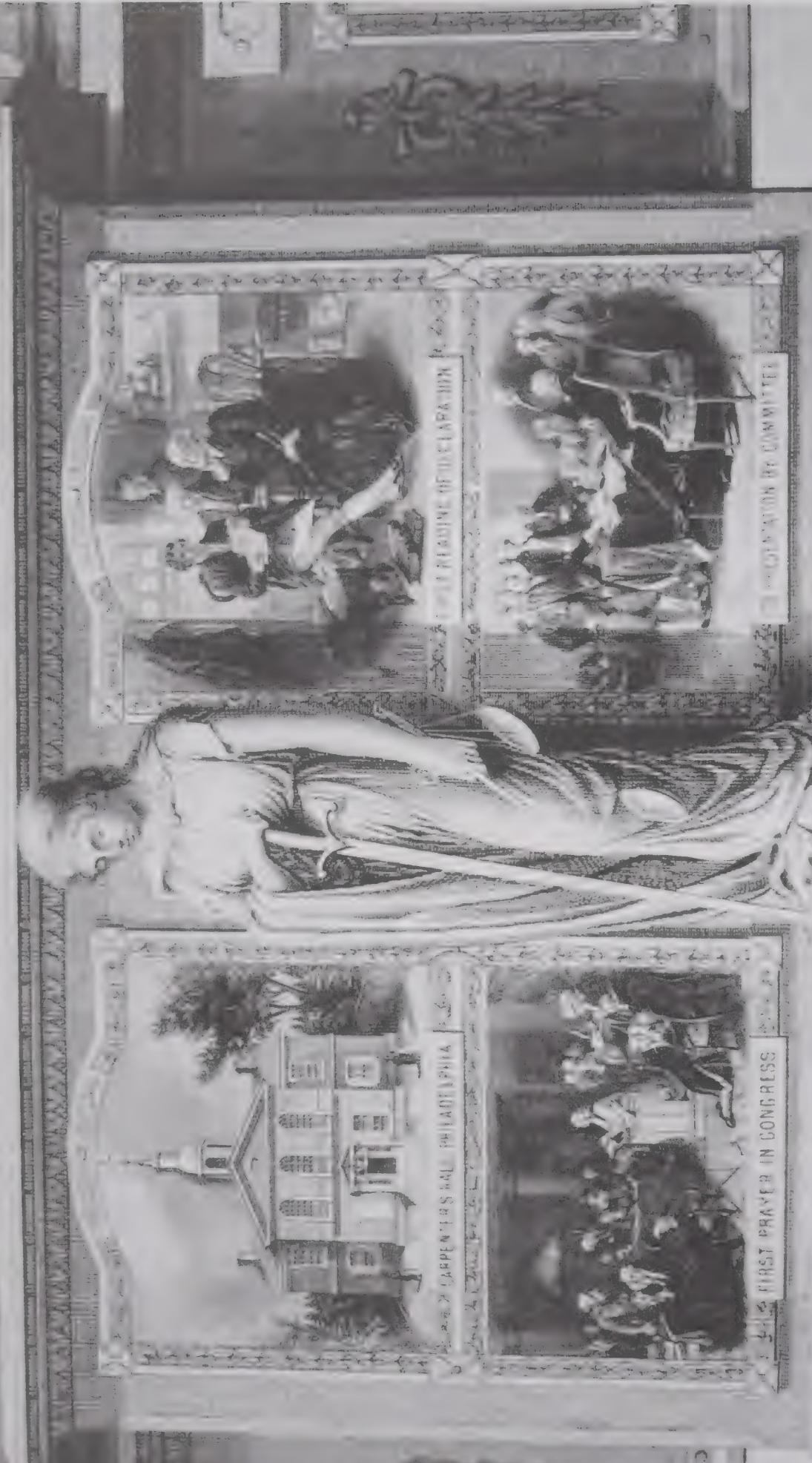
IS IN HIM WHO RULETH OVER ALL.



INDEPENDENCE HALL

RIGHTEOUSNESS EXALTED IN JESUS

From a bust of Christ in the cathedral, with Italian Guards from the Villa



OUR FOUNDATION

OUR HISTORY

, TRUTH, JUSTICE, CHARITY.

SCCS SOUVENIR CARD JOURNAL, VOLUMES 22 & 23—SUBJECT INDEX

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Cards	Kriebel, William	IPPU 100th (F1993H0)	22	1	2
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author	subject	title	vol	no	pa
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Kriebel, William	Cards	The Souvenir Cards of Brazil	22	1	31
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Morris, Thomas F.	Engraving	James Smillie—Engraver—2	23	3	5
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Quast, Lee	Cards	IPMS'02	22	1	5
Radford, Dr. Curtis	Cards	The Souvenir Cards of Spain—2	22	2	15
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Scott, Cory G.	Cards	Some Interesting Cards	23	1	17
Shue, John	Cards	A Cancel Trip	23	1	21
Wood, Neil	Cards	Some Other "Cards"?	23	2	40

SOUVENIR CARDS AVAILABLE OR FORTHCOMING AND MAJOR SHOWS

This listing is intended to alert the membership and serve as an update of the SCCS numbering system. Numbers are shown in "()" until confirmed and will be deleted when no longer available ("NA") from the initial sources. It is as complete as possible and no responsibility is taken for changes. Anyone who can supply missing ("?") information and/or data concerning availability should please contact the Editor. I also list other forthcoming shows. Whether or not souvenir cards will be issued at these shows will be reported if and when such information becomes available. For reference purposes I have included a listing of the Metro Chapter "Historic Event" cards. These will be deleted following a "NA" listing.

DATE	EVENT	LOCATION	SCCS NO	SOURCE	COST	NOTE	COMMENT
	Thomas Edison		M-10	SCCS#4	6.00	1	
	Theodore Roosevelt		M-16	SCCS#4	6.00	1	
980422/0628	Theodore Roosevelt	Oyster Bay/NYC	M-16a	SCCS#4	7.00	1	
	George Washington		M-21	SCCS#4	6.00	1	
990508	George Washington	Morristown	M-21a	SCCS#4	7.00	1	
990508/1214	George Washington	Morristown/BH	M-21c	SCCS#4	7.50	1	
	Submarine 100th		M-23	SCCS#4	7.00	1	
000327/0411	Submarine 100th	FDOI/Museum	M-23a	SCCS#4	7.00	1	
000408	Submarine 100th	same +New Suffolk	M-23b	SCCS#4	7.50	1	
	Battle of Brooklyn		M-28	SCCS#4	6.00	1	
010811	Battle of Brooklyn	Old Stone House	M-28a	SCCS#4	7.00	1	
010827	Battle of Brooklyn		M-28b	SCCS#4	7.00	1	
2002							
28 February	CPMX	Chicago. IL		ASC	6.00		SC 8.00
14 March	Strasburg SB&C	Lancaster, PA		ASC	6.00		
	Strasburg SB&C	Lancaster, PA	Proof	ASC	15.00		
16 March	200th West Point	West Point, NY	M-30	SCCS#4	7.00	1	
	200th West Point	West Point, NY	M-30a	SCCS#4	8.00	1	FDOI
	200th West Point	West Point, NY	M-30b	SCCS#4	8.50	1	FDOI+Thaye
31 May	NAPEX	McLean, VA	NA-16	NAPEX		2	
16 June	IPMS	Memphis, TN		ASC	6.00		8.00 SC
	IPMS	Memphis, TN	FM-10	FMA	12.00		15.00 SC
	ANA Banquet (sm)	New York, NY		ASC	4.00		6.00 SC
30 August	BALPEX	Hunt Valley, MD	?	SCCS#1		?	
12 September	Strasburg SB&C	Lancaster, PA		ASC	6.00		SC 8.00
	Strasburg SB&C	Lancaster, PA	Proof	ASC	20.00		SC 25.00
	Strasburg SB&C	Lancaster, PA	Dealer	ASC	20.00		mint
24 October	Mega Event	New York, NY	M-31d	SCCS#4	4.00		
	Mega Event	New York, NY	M-31e	SCCS#4	4.50		SC
	10th folder w/ 2 SCs	New York, NY	M-32a&b	SCCS#4	15.00	3	
2003							
9 January	FUN Intaglio	Orlando, FL	B265	BEP	35.00		
6 February	Strasburg SB&C	Strasburg, PA		ASC	6.00		8.00 SC
20 February	CPMX	Rosemont, IL		ASC	6.00		8.00 SC
	CPMX	Rosemont, IL		IBNS	7.50		
3 April	Mega Event	New York, NY	M-33	SCCS#4	4.50		
	Mega Event	New York, NY	M-33a	SCCS#4	5.00		FDOI Flag
	Annual	New York, NY	M-34	SCCS#4	6.00		
	Annual	New York, NY	M-34a	SCCS#4	8.00		FDOI Flag
???	World Stamp Expo	Washington, DC			25.00		
	Wright Bros. 100th		M-35	SCCS#4	6.00	1	

	Wright Bros. 100th		M-35a	SCCS#4	8.00	1	
5 June	GNA Intglio	Dalton, GA	B266	BEP	35.00		
	Handprint	Dalton, GA	B266 A	BEP	NA		
6 June	NAPEX	McLean, VA	W-???	SCCS#1	6.00		7.50 SC
	NAPEX	McLean, VA	???	NAPEX	???	3	
13 June	IPMS	Memphis, TN		ASC	6.00		
4 July	Declaration of Ind.	Washington, DC	B267	BEP	199.95		
30 July	ANA Intaglio	Baltimore, MD	B268	BEP	35.00		
	Handprint	Baltimore, MD	B268A	BEP	NA		????
	ANA Banquet	Baltimore, MD		ASC	6.00		7.00 SC
	Annual Meeting (Naval)	Baltimore, MD	N-15	SCCS	dues		
29 August	BALPEX	Hunt Valley, MD	FM-11	FMA	12.00		
23 October	MEGA EVENT	New York, NY	M-36	SCCS#4	5.00		
	MEGA EVENT	New York, NY	M-36a	SCCS#4	6.00		see p. 20
24 October	PAN	Monroeville, PA	??	ASC	6.00		see p. 22
	Die Proof	Monroeville, PA	??		NA		see p. 23
20 November	N&WPMC	St. Louis, MO	B269	BEP	35.00		see p. 24
	Handprint ????		(B269A)		???		
2004							
January	FUN	Orlando, FL					
30 January	AMERISTAMP EX	Norfolk, VA		APS			
20 February	Stamp Expo	St. Louis, MO					
26 February	CPMX	Rosemont, IL					
4 March	MEGA	New York, NY	???	SCCS#4			

NOTES:

- (1) Add an additional \$1.50 per order. Send No. 10 SAE for illustrated price list of available cards.
- (2) Engraved. Mint cards are NA, show-canceled \$6.00. Add \$1.00 per order for postage and handling.
- (3) It is unclear if a souvenir card was issued. Check their website at www.napex.org which also includes back issue information.

SOUVENIR CARD SOURCES

BEP (by Mail): Bureau of Engraving & Printing Mail Order Sales, Room 515-M 14th & C Streets, SW Washington, DC 20228	FMA FMA #216 Neil E. McGary 1474 Cedarhurst Road Shadyside, MD 20764	PPU/BNEG Plate Printers Union P.O. Box 1146 Olney, MD 20830-1146
SCCS#4 (Metro) Chapter: Donald Struyk 18 Chapel Place Wayne, NJ 07470	SCCS#1 (Washington) Chapter: John S. Shue 1314 Darlington Street Forestville, MD 20747-1909	ASC (Ameri-Show Cards) Lee Quast P. O. Box 1301 High Ridge, MO 63049
NA NAPEX P.O. Box 1312 Falls Church, VA 22041-1312		

Answers to quiz (p.3):1b, 2b, 3b, 4a, 5b, 6b, 7a, 8a, 9b, 10a, 11a, 12a, 13a, 14b, 15a, 16b, 17a, 18a, 19a, 20b, 21b, 22a, 23a, 24b, 25a, 26b, 27a, 28b, 29a, 30b, 31a, 32a, 33b, 34a, 35a, 36a, 37b, 38a, 39a, 40b, 41b, 42b, 43 (neither is correct, use battalion), 44a, 45a, 46a, 47b, 48b, 49b, 50a.

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EXTRA. PLEASE CALL OR EMAIL US TO RESERVE THESE GREAT COLLECTIONS.

1. F PLL CLE **SOLD** E 1 COLLECTION WITH 39 EARLY HIGH VALUE SOUVENIR CARDS F1955Be//F1985K
RA TOTAL OF 46 CARDS. OUR SALES PRICE IS \$1,250.00. THE CARDS ARE IN
SOUVENIR CARD PAGES IN A WHITE ACE (WA) SOUVENIR CARD ALBUM.
2. F PLU CAR **SOLD** E 2 COLLECTION WITH 39 LATER CARDS F1986F//1997, FB1982B, AND FM1-10
RA TOTAL OF 46 CARDS. THE CARDS ARE IN CLEAR MOUNTS ON "WA" SOUVENIR
SOUVENIR CARD ALBUM. PRICE OF THIS OUTSTANDING SET IS \$500.00
3. COLLECTION OF HAND-PULLED PROOFS: BEP117A, SO79A, SO108A, SO119A, SO133A, SO140A, F1989J,
AND F1997(?). MOUNTED ON "WA" COLLECTOR PAGES. THE PRICE OF THESE RARE HPPs IS \$950.00.
4. C CAI **SOLD** E K CARDS BD1-BD14 WITH MINT STAMPS (EXCEPT FOR BD6 WHICH HAS A SHOW
MOUNTS, MOUNTED ON "WA" COLLECTOR PAGES. THE PRICE IS \$345.00.
5. COLLECTION OF FEDERAL DUCK STAMP ARTIST COMMEMORATIVE CARDS (1-7) FOR THE FIRST DAY
CEREMONIES CANCELED AT WASHINGTON D.C. THE CARDS ARE IN CLEAR MOUNTS ON "WA" COLLECTOR
PAGES IN A "WA" SOUVENIR CARD ALBUM. PRICE OF THIS BEAUTIFUL COLLECTION IS \$450.00.
6. THE IPPDS RARE CONVENTION BOOKS: F1955B (63rd), F1959A (67th), F1965B (71st), F1973A (75th),
F1975D (76th) AND F1981A (79th) VALUED AT \$2,000. FOR SALE AT 1/2 PRICE (\$1,000). PLEASE VIEW EACH
WRITE-UP FOR A DESCRIPTION OF CONTENTS. THESE BOOKLETS HAVE OUTSTANDING CARDS.
7. A SCC W51 **SOLD** E COLLECTION CONTAINS THE NATIONAL SCCS CARDS N1 TO N14, THE METRO
(PLUS M11 WITH SPECIAL CANCEL) AND THE WASHINGTON SCCS CARDS W1 TO
WATES. THE PRICE FOR THIS "WA" TWO VOLUME COLLECTION IS \$565.00.
8. COLLECTION OF PS CARDS IN STANDARD CLEAR MOUNTS, ON "WA" SOUVENIR PAGES IN TWO "WA"
ALBUMS. PS1//PS70 MISSING PS9 AND PS61. GREAT SALES PRICE OF \$225.00. INCLUDES THE PS1
BARCELONA CARD WHICH CATALOGUES \$450.00. PREVIOUS OWNERS ID IN PENCIL ON PAGES.
9. COLLECTION OF PS CARDS IN CLEAR PLASTIC CORNER MOUNTS ON "WA" SOUVENIR PAGES IN TWO
"WA" ALBUMS. THIS IS THE ONLY CORNER MOUNT COLLECTION WHICH I HAVE VIEWED THAT DID NOT
HAVE DAMAGE TO CORNERS, WHICH IS DUE TO THE TYPE OF CORNER MOUNTS AND HOW THEY ARE
APPLIED. PS2//PS70 MISSING PS1, PS9 AND PS61. ALSO HAS SO1. SALES PRICE OF \$100.00.
10. VERY NICE BEGINNERS COLLECTION OF BEP SOUVENIR CARDS FROM BEP1 TO BEP60. OVER \$1,000.00
CATALOGUE VALUE FOR ONLY \$500.00. GREAT STARTER COLLECTION. PRISTINE CARDS, "WA" ALBUM.
- 11 ONE SOUVENIR CARD "WA" ALBUM CONTAINING BEP CARDS FROM BEP1 TO BEP31, PLUS PS CARDS
FROM PS1 TO PS18 (MISSING PS9). ANOTHER GREAT STARTER COLLECTION AT AN AFFORDABLE PRICE.
TOTAL CATALOGUE IS OVER \$1,250.00. OUR SALE PRICE IS \$600.00

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The Souvenir Card Journal
Dana M. Marr, Secretary
P.O. Box 4155
Tulsa, OK 74159-0155
Printed in the U.S.A.

PRSR STD
U.S. POSTAGE
PAID
DOVER, DE 19901
PERMIT NO. 406

